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NEWS BY WIRELESS.

(Daily Bulletin Service)

AMERICAN LEAGUE OF NATIONS AMENDMENT.

Paris, March 28.
The American amendment to the protest of the nations against the influx of foreign labour was adopted Tuesday by the League of Nations Commission. It affirms the right of any country of the League to cancel matters solely within its jurisdiction.
Another important amendment of the League of Nations Covenant altered Article 8, which empowers the Supreme Council to formulate a plan for the reduction of armaments. The language of the Article is altered so as to limit the powers of the Council to simple recommendations to the Governments affected.
Virtually all the Commissions and Sub-Commissions of the Peace Conference are awaiting instructions from the Supreme Council to close and submit their reports.—*American Wireless.*

U. S. EXPORT RETURNS.

Washington, March 28.
The foreign and domestic commerce report shows an increase of 30 per cent. in the export of breadstuffs in the first 8 months of the fiscal year. The total is valued at \$577,950,335, compared with \$332,190,789 in the previous year. The export of cotton decreased slightly, amounting to 4,173,183,395 lbs., compared with 4,760,059,967 lbs. in the previous year. Dairy products increased from \$274,181,044 last year to \$291,953,890 this year.—*American Wireless.*

SPECIAL TELEGRAMS.

(From Our Own Correspondent)

ESCAPE OF PRISONERS AT SINGAPORE.

Singapore, March 28.
A gang of robbers and counterfeiters totalling eight, awaiting trial at the Assizes, on a charge of attempted murder, cut through an iron door in a cell of the civil prison and escaped last evening.

(By courtesy of the "South China Morning Post")

SINGAPORE PEACE-CELEBRATION VOTES.

Singapore, March 28.
The Government gives \$20,000 and the Municipal Council \$10,000 for Peace Celebration expenses.

NEW STRAITS LOAN.

Singapore, March 28.
The new Straits War Conversion Loan at 5 1/2 per cent. has been issued. It converts the old Loans, but receives no cash offers.

STRAITS TRADE RETURNS.

Singapore, March 28.
The total trade increase of the Straits in 1918 was 44 million dollars in value, though the quantities were reduced.

STRAITS TRADE.

ADVANTAGES OF WIRELESS.

Singapore, March 28.
At the annual meeting of the Chamber of Commerce, the Chairman said the wharf figures showed a considerable decline. The export and import figures, through higher, were only so in values.
Referring to the cable delays, the Chairman said it was rumoured that certain firms were getting wireless advices from London and New York markets, thus giving them an advantage over other merchants.

A NEW SHANGHAI TAX.

Shanghai, March 28.
Shanghai ratepayers at the annual meeting are to be asked to vote a special tax to give the Council employees who have returned from the war part of their salaries for the time they were absent.

THE GERMAN DEPORTATIONS.

Shanghai, March 28.
The sailing of the Antiochus has been postponed to April 10th to await more Germans from the outports.

THE CHINESE DEADLOCK.

Shanghai, March 28.
The North is again asking the South to resume the Conference. The South replies that it will await direct word that the Shensi fighting is over.

GERMAN DIES AT SINGAPORE.

Singapore, March 28.
A German aboard the Atreus died of heart failure, following influenza.

STRAITS RELIEF SHIP.

Singapore, March 28.
The Marama sails on April 5, and will not call at Colombo.

EARLIER TELEGRAMS.

THE LEAGUE OF NATIONS.

JAPAN'S POLICY EXPLAINED.

Paris, March 19.
The Japanese amendment to the League of Nations Covenant does not imply an intention of Japan to put pressure on other nations to alter their immigration laws. It provides that contracting parties shall agree to grant equal and just treatment to all aliens within their borders who are nationals of States that are members of the League. The Japanese have not raised the immigrant question and do not demand that there be no discrimination against colour or lack of civilisation. Their standpoint is that all citizens of nations deemed sufficiently advanced to become members of the League should have equal rights when travelling or living in foreign countries. While the Japanese delegates do not accept the view that treatment of foreigners and discriminatory immigration laws are purely matters of domestic policy they claim from the League equality of rights for their nationals now living in foreign countries. They distinguish clearly between this and the question of restricted immigration.

BRITISH VIEWPOINTS.

Paris, March 19.
The Dominion delegates heartily concur with the view of the British delegation that the question of equality of treatment of all nationalities throughout the world is not a matter for the League of Nations. A prominent Australian opinionated that Australia was not prejudiced against the Japanese but had a great admiration for them. Nevertheless the Australians thought it better for the future of the world that each race should develop along its own distinctive lines. The chief consideration was an industrial one. Australia aimed at building up most rapidly an all-British population of over fifteen million. Australia's chief attraction was its high wages and pleasant industrial conditions. The Asiatic worker as known in Australia was a cheap worker; therefore if they opened their doors to Asiatic immigration they automatically closed them to Europeans. A Canadian delegate stated that the question of immigration must be settled individually by each country. Canada hitherto had no complaint regarding the Japanese in Canada. Their immigration was limited only to a few hundreds admitted yearly.

OTHER POINTS.

Paris, March 19.
Six members of the League of Nations Commission, Lord Robert Cecil, Col. House, M. Bourgeois, M. Venizelos, M. Hymans and M. Veronesi have been appointed to hear the views of the neutral representatives on the League covenant tomorrow.

The next full meeting of the League Commission, President Wilson presiding, will be held on March 22 to discuss amendments and suggestions proposed by neutrals and powers represented at the Conference. Thereafter the Commission will sit continuously. It is anticipated that the final text of the League will be ready for signature before the preliminary peace treaty.

Lord Robert Cecil in his earlier speech pointed out that many problems could only be solved by reference to the League and it would be useless to proceed with the final terms until the broad lines of the League were fixed. For instance the German Colonies which could not be left in the air. Moreover it had been already agreed that the German Colonies should be assigned to mandatories which presupposed a League of Nations. Lord Robert Cecil emphasised that the League was an essential element in the pacification of the world and the sooner it got working the better.

HUNGARIAN AFFAIRS.

THE SPREAD OF BOLSHEVISM.

Berlin, March 12.
A message from Vienna reports that the "Lokal Anzeiger" states that Colonel Vix, leader of the Entente Commission, foreshadowed the extended occupation of Hungarian districts owing to the Government's inability to cope with Bolshevism.

A Vienna message says the German Austrian Government has sanctioned the ex-Empress's residing in Switzerland. The Vienna "Fremdenblatt" has ceased publication and has been replaced by the new democratic paper "Der Neue Tag."

TO-DAY'S CHINESE TELEGRAMS.

(Wah Tse Yat Po Service)

Shanghai, March 28.

Chu Kai-ken, chief Northern delegate, called on Tang Shao-ye, chief Southern delegate, yesterday, suggesting the re-opening of the peace negotiations on Monday. Tang replied that he would prefer to wait for Cheung Sui-ki's telegram in private code from Sam Yuen before discussing the re-opening. Tang also said they must have a satisfactory promise regarding the Shensi armistice, the abolition of the War Participation troops, and the cancellation of the balance of the War Participation Loan, and also postpone the issue of the 8th year domestic bonds.
The Cabinet has decided to again verbally reply to the four foreign Ministers, that the War Participation Army is bona fide as an internal administration and that China does not wish to have any foreign interference.
The foreign Ministers a Re-king have received a telegram from Dr. Wu Ting-fang asking them to pay the South-West the Customs surplus belonging to the South-Western Provinces. The Ministers have shown the telegram to Chan Lu, Minister of Foreign Affairs, who replied that he would reply after consulting the Cabinet.
The Diplomatic Corps at Peking has formally protested against the 8th year domestic bonds. Kung Sun-cham, Minister of Finance, proposes to reply that the bonds are security on the salt revenue; therefore it does not concern the salt revenue security of the Bank Groups.
Tan Chi-jin's party had a meeting in his home on the 26th inst. and decided to change a certain portion of the War Participation Army into mixed garrisons and send them to guard the frontier, as the President wishes.

COMPANY MEETING.

THE HONGKONG FIRE INSURANCE CO., LTD.

The fiftieth ordinary meeting of the shareholders of the above Company was held at the offices of Messrs. Jardine, Matheson and Co., Ltd., today, at noon. The Hon. Mr. D. Landale presided and there were present the Hon. Sir Paul Chater, C.M.G., Messrs. F. Maitland, C. S. Gubbay, H. P. White and A. H. Compton (Consulting Committee), Mr. F. Hall (Acting Secretary), the Hon. Mr. Ho Fook, and Messrs. E. M. Raymond, H. Percy Smith, G. Grimble, Ho Leung, E. J. Chapman, A. Denison, G. W. Barton, T. E. Pearce, A. H. M. da Silva, and C. S. Remedios.

The Chairman said:—
Gentlemen.—The report and accounts having now been in your hands for some days I propose, with your permission, to follow the usual custom of taking them as read. It gives as much pleasure to meet you again at this the fiftieth annual meeting of the Company with so satisfactory a report, and it is propitious that the half century should fall at a time when mankind is expectantly awaiting the conclusion of a peace from the terrible struggle that has shaken the world to its very foundations during the past four years. The Company, as you are aware, was established in the year 1869, and from that date onwards its career has been one of unbroken success, and reserves have been accumulated which place it in a comparatively strong position to meet any obligations which it may incur. This accumulation of funds particularly applies to the last 12 years, during which, following an alteration in the Articles which allows of a larger portion of the underwriting surplus being carried to reserves than was formerly the case, the assets have increased by the sum of over a million dollars. On reviewing the period of operations covered by the report and accounts now under consideration you will notice that the premium incomes for both 1917 and 1918 show substantial increases, the figure for the latter being the highest the income of the Company has yet reached. The losses for the closed year are some \$40,000 more than for the year 1916, but this is due more to the number of fires than to any of great magnitude, there being none of sufficient importance to call for special mention. Losses for 1918 are less by \$25,000 than for 1917 at this time last year, but with a further twelve months yet to run it is too early to forecast any result. I may say, however, that the figures to date promise well for a satisfactory return. Sterling exchange has again materialised against us, the rise from 3/- to 3 1/4% (the rate at which the present accounts are shown) causing a further shrinkage of our Gold Assets as expressed in local currency. The Investment and Exchange Fluctuation Account has a good deal more than held its own, this being due to the slight appreciation of securities generally and to the favourable rate of exchange between Hongkong and Shanghai, ruling on the 31st December last, and we have been able to retransfer the sum carried to this Account last year back to Working Account 1917. This reserve now stands at \$158,987.34, a figure which your Directors consider sufficient to meet all possible contingencies. The surplus to be dealt with is \$240,767.63, and I recommend the payment of the usual dividend of \$27 per share and the appropriation of the balance of

\$124,767.63 to our Reinsurance Fund. The staff have not been forgotten and you will, I trust, approve of the Consulting Committee's action of voting a bonus on their salaries of 15% as has been done in the previous two years. I would recall to your memories the Chairman's speech of the 28th March, 1917, when he asked shareholders to do their utmost to give the Company all possible support that lies in their power. Competition is keen in these days and will, we think, grow more so as business generally again settles down and we naturally look to you, who are financially interested in the Company's welfare, to give us all reasonable assistance. I do not think there is anything else in the accounts which requires special mention by me, but after the resolution which I am about to propose has been accepted, I shall be glad to satisfy to the best of my ability any enquiries arising out of them which should be made with to put I now propose the following resolution:—

"That the Report and Accounts presented to the shareholders of the Hongkong Fire Insurance Co., Ltd. for the year 1918 be adopted and passed."

Mr. Denison seconded and the motion was carried.

The Chairman said:—The next business on the agenda is the re-election of a Consulting Committee for the ensuing year. As stated in the report, all the old members seek re-election, and Mr. T. E. Pearce has accepted an invitation to join. Under the Articles of Association, the remuneration of the Consulting Committee remains as fixed at a general meeting until altered by a subsequent general meeting, and in view of the fact that, on the election of all these gentlemen, the Consulting Committee will consist of eight names instead of seven, it becomes necessary to pass a resolution of this character. Hitherto, the fee to each member has been \$1,000 per annum, and the proposal is to retain that individual scale, which will increase the remuneration paid by the Company from \$7,000 per annum to \$8,000 per annum, and I feel sure that this will commend itself to shareholders.

The above resolution was proposed by the Hon. Mr. Ho Fook and seconded by Mr. G. W. Barton, and the motion was carried.

Mr. G. Grimble proposed, and Mr. Ho Leung seconded, the re-election, as auditors for the ensuing year, of Mr. H. Percy Smith, F.R.S.A., and Mr. A. R. Lowe, F.C.A., at a remuneration of \$500 each, and the motion was carried.

The Chairman then announced that dividend warrants were ready and could be had on application, and the meeting terminated.

DAY BY DAY.

The American Red Cross Society in Shanghai is planning a second drive for the purpose of securing second-hand men's underwear for use among the loyal Russian troops, many of whom are at present suffering from typhus. The Hongkong Chapter of the American Red Cross appeals for assistance in this direction and parcels of men's underwear will be gratefully received at their workrooms, where the articles will be packed and sent to Shanghai.

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To-Day's Exchange.

The closing rate of the dollar on demand to-day was 3s. 2.7-16d.

A RICE SWINDLE.

HOW A WOMAN WAS TRICKED.

The price of rice being high, an astute thief who knew with what eagerness the poorer Chinese will welcome any opportunity of buying it at a lower figure, fixed upon a Chinese woman, living at No. 3, St. Francis street, as his dupe. He went to her house on the pretence of being in quest for a friend and getting into conversation with her, dwelt on the price of rice, and what it meant for such people as unfortunate as they were. In the course of his conversation, he led the woman to understand that he was employed on board a Shanghai steamer and was in a position to obtain rice from Shanghai at a very reduced price—only \$6.89 per picul. The foolish woman caught at the bait thus temptingly offered so much so that she offered him 70 cents over and above the price of the one picul of rice which he was requested to buy for her. He was also to get a further sum in recompense. The man again returned to woman's house in the evening, and offered three tons of rice at \$7 a ton. The two then went to a steamer by sampans, and the thief, by glib talking, induced the woman to hand him \$21.00—the price for the three imaginary tons of rice—and to wait for him while he went on board the steamer. After waiting for a long time for his return, it began to dawn on the woman that she had been tricked. She went on board, but of course, the thief took care not to show himself. After a fruitless search she left the steamer and since that day lost sight of him until yesterday, when, in walking on Hollywood Road, she caught sight of the thief and secured him after an exciting chase.

This morning saw the thief sent to six weeks' hard labour at the Magistracy.

VICTORIA THEATRE.

THE CHARLIE-CHAPLIN FILM.

FILM.

There was a crowded house again last night, at the Victoria Theatre, to witness the latest Charlie Chaplin film—"Shoulder Arms." In this picture we have a combination of the usual comic elements of Chaplin combined with incidents in the trenches which give one a humorous idea as to what our "Tommy" experienced at the Front. Charlie goes into all sorts of difficulties as usual, and the antics of this wonderful film artist create splendid laughter from start to finish. The management of the Victoria Theatre is to be congratulated upon its successful catering for public taste and is justly reaping the reward for its enterprise in the shape of full houses every night. "Shoulder Arms" will be screened again to-day both at the matinee and the evening performance.

DON'T FORGET.

TO-DAY.

Theatre Royal—"Pinks and the Fairies"—9.15 p.m.
Victoria Theatre—9.15 p.m.
Coronet Theatre—9.15 p.m.

TO-MORROW.

Victoria Theatre—9.15 p.m.
Coronet Theatre—9.15 p.m.



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Business correspondence should be sent to the Manager.

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The Hongkong Telegraph

HONGKONG, SATURDAY, MARCH 29, 1919.

ANOTHER WAR?

We spoke yesterday in another column about the new development in Hungary, but we think the matter deserves further mention. There is no doubt that the new Alliance between the Russian Bolshevik Government and the newly-formed Hungarian Soviet is a very serious and even dangerous matter, and if these two are allowed a free hand, far-reaching results are inevitable. Bolshevism was bad enough when it was confined to Russia, but the situation becomes much more grave when we find another nation embracing the cause of extreme Socialism amounting to anarchy. Of course, the real Socialist doctrines have much to commend them, but Bolshevism is not Socialism, a fact which has been proved beyond doubt by the events which have happened in Russia, since it found its so-called freedom. There can be no question that many far-seeing men are ardent disciples of Socialism, and it is not too much to say that, in time, it will come in one form or another. Even now we can perceive that the demands of Socialism are becoming more and more insistent, and are meeting with a large measure of success. Nationalism is one of the chief tenets of its doctrines, and we can see that the present industrial unrest at home is an effort towards this end.

Take, for example, the demands of the miners, who are asking for nationalisation pure and simple, and there are few who are in any doubt that the recent disclosures by the Mining Commission require some such remedy as the miners demand. It is useless shutting our eyes to the fact that Socialism is daily growing stronger, but though we are ready to accept this fact without fear, the same cannot be said with regard to Bolshevism. After all, real Socialism is a matter of evolution. Like every other growth, it must grow gradually and naturally. The Russian Bolsheviks have made the great mistake of trying to foist in one big effort new principles on a world not yet quite prepared to accept them. Nevertheless, Bolshevism has flourished, and we find it to-day stronger than ever before, and every day gaining more adherents and consequently widening its scope. It is this power to increase in which the greatest danger lies, and if Hungary can embrace the Bolshevik cause, it is very probable that other nations may do so too. In fact Bulgaria has already done so to a certain extent, and it is quite on the cards that Germany may yet accept the new faith.

The Spartacists in Germany are only Bolsheviks with another name, and though the German Government seems to have obtained the upper hand, there is no doubt that danger from Bolshevism still exists. The *National Zeitung* asserts that, despite their ill successes, the Spartacists are continuing the agitation and are endeavouring to restore contact with the Russian Soviet troops, whom they are trying to persuade to speedily advance against Germany. Such is a Reuter report of yesterday, and there seems no doubt that Germany is still threatened by the menace of Bolshevism. All the reports point to the probability that if steps are not immediately taken to stem the advance of Bolshevism, Europe will be plunged in another great war. We have just finished a war between the nations, it seems that we may soon have a war between the classes. Russia has given us all the proof we need of the utter misery and destruction which such a war brings, and if a great part of Europe is to be saved from a similar fate, those who are in a position to do so must take steps at once to destroy for ever the menace of Bolshevism.

NOTES AND COMMENTS.

A NOTE OF WARNING.

In his speech at the Victoria British School prize-giving, the Hon. Mr. Landale did well to call attention to the poor policy of British youths in Hongkong leaving school for good at such an early age as fifteen years. In one sense, the situation here in this regard is what it is at home, where many a lad, instead of setting himself to some trade or profession on finishing his school life, goes into blind-alley employment merely because the wages are more attractive. But there is a big difference in another respect between the two situations, for at home there are far better educational facilities available than is the case here. We can quite believe that youngsters leaving school in Hongkong at fifteen years of age are fitted for junior positions in some of the firms, but the majority of them are certainly not equipped with that knowledge which is necessary if they wish to climb higher. Mr. Landale says that much, at any rate, and he speaks as Chairman of many Companies which from time to time have had lads fresh from school in their offices. Something more than the ordinary education given in the local schools is needed to fit students for the higher posts in business here.

WHAT IS NEEDED.

But can it in fairness be said that the fault for youths leaving school at an early age lies at the door either of the parents or the children? We do not think it can. The Government, we are told, is anxious to do something towards providing a continuation school, and Mr. Landale favours working in co-operation with other British communities in the East so that "a higher school" may be provided somewhere in the North, where the climate is cooler than in Hongkong. We have before had occasion to bemoan Hongkong's lack of secondary education for European children, though exception has been taken in some quarters to the suggestion that we have only primary schools in Hongkong for such students. But surely we are now confirmed in our contention by the very fact of Mr. Landale urging the need for the provision of a higher school. Perhaps it would be more strictly accurate to say that the local schools for Europeans are hybrids—neither primary nor secondary. That they are not of a standard sufficient to fully educate European children must be admitted. That is the weakness of our educational arrangements in Hongkong, and the sooner it is overcome—whether by a local institution or by a school being provided elsewhere—the better will it be for the future of white children who have to spend their normal school years in the East.

THE RIGHT POLICY.

We were glad to see that at the launching of the "War Sniper" a couple of days ago the Hon. Mr. Dodwell emphasised the desirability of Anglo-American co-operation in the Far East. He quoted the fact that two big vessels launched at Kowloon had been built of American steel and expressed the hope that the close Anglo-American relationship during the war would be the forerunner of friendly commercial co-operation between the two nations in the future. There is undoubtedly a big opening for such a development in the Orient, to the mutual advantage of the two countries, and, as Mr. Dodwell pointed out, to China's own benefit also. We can be thankful that German influence has been rooted out in the East, for the time-being at any rate. It remains for the English-speaking races to come more closely together in this great field which lies open before them. Big results should follow from such a move, in which the characteristic methods of both countries would unite for mutual benefit. China has no better friends than Britain and America. It will pay her a thousandfold to give the business men of these nations every facility for commercial and industrial enterprise.

LAWN TENNIS.

H. K. C. C. TOURNAMENT.
The following are the results, in the above tournament, of the matches played yesterday:—
Handicap Doubles.—Lieut. Col. Crisp and Capt. H. E. Murray (scratch) defeated Pay Lieut. Robinson and Pay-Lieut. Holborn (rec. 15) 6-4, 4-6, 6-2.
Mixed Handicap Doubles.—F. A. Redmond and Mrs. Maitland (scratch) defeated Capt. Gray and Miss Gordon (rec. 15.2) 4-6, 6-4, 6-4.

DAY BY DAY.

IT IS BETTER TO HAVE A HEART OF OAK THAN A WOODEN HEAD.

Police Reserve orders, issued by Mr. J. W. Franks, D. S. P. (R.), state that P. C. 632 Bryan is permitted to resign on leaving the Colony.

Yesterday's health return shows three cases of cerebro-spinal meningitis (two fatal), two of plague (one fatal), one fatal occurrence of diphtheria and one non-fatal case of scarlet fever. All were Chinese.

THE GYMKHANA.

TRAINING TIMES.

The following times were taken at the Racecourse this morning on the sand-course; it was heavy going:—

Victory Star, 1½ miles, last mile.—48, 1.38, 2.06 1/5, 2.38 1/5.

Pink Eye, 1½ miles, whole time.—3.09, last quarter, 32.

Tytan Chief, 1 mile.—37, 1.12, 1.46, 2.9.

Salamanca, 1 mile.—41, 1.18, 1.52 1/5, 2.25.

Makholm, 1 mile.—36, 1.15, 1.45 3/5, 2.18.

Beal Oran and Smoke Box, 1½ miles.—39, 1.11 1/5, 1.53 1/5, 2.26, 3.00 2/5.

Rochester, 1½ miles, last ¼.—1.15, 1.51 3/5, 2.24 2/5.

Swallow, ¾ mile.—37, 1.12, 1.45.

Dalsman, ¾ mile.—40, 1.16, 1.50.

Excelsior, last ¼ mile.—35, 1.11 2/5, 1.46.

Mountain Ford (late Vesuvius Dalkia) and Fly-ford (late Firefly), 1¼ miles.—43, 1.19, 1.54, 2.29, 3.03.

Greyhound, 1¼ mile, last mile.—36 2/5, 1.10 4/5, 1.45, 2.17.

Alexander, 1¼ mile, whole time.—3.10.

Burning Daylight, 1¼ mile.—45, 1.25, 2.04, 2.37 2/5, 3.08 3/5.

Wedding Bells and Hector, 1 mile.—35, 1.10, 1.41 2/5, 2.19 2/5.

Morning Star and King John, ¾ mile.—37, 1.15, 1.45 1/5.

Lovejoy (late American Chief), 1 mile.—41, 1.00, 1.59, 2.30 4/5.

THE CAUSEWAY BAY MURDER.

WHAT A CONSTABLE SAW.

On the night of the murder of a Chinese market gardener at Causeway Bay, a constable was on duty at Wong-Nai-Chong Gap when he saw a gang of men, one of whom flashed a torch. The constable challenged them, but on getting no reply he fired his revolver. The men returned the fire, discharging several rounds, but they missed the constable. The men then disappeared.

It is believed that this gang of men was implicated in the murder referred to.

HAIR FROM CHINA.

The exports of human hair from China have averaged about 3,000,000 pounds a year for the last ten years. With the revolution in 1911, the cutting of queues was very general throughout the South and many men in the North parted with theirs, although the majority of the male population north of the Yangtze still wear their queues. The supplies of hair are augmented from the combings of women who in times of stress dispose of their hair. It is exported under three grades: (1) a lid dressed clubbed lengths, (2) stumps, and (3) combings. The first grade is dressed in solid lengths, of from eight to thirty-six inches, with two inches difference between each length. The second consists of short hair under fifteen inches, also in small bundles. The third takes short, tangled hair and combings. Before being shipped to the United States all hair must be officially disinfected. Consul General Anderson reports that the Hongkong exporters require that the hair be sold in assortments and carefully sterilised before being shipped.

SIR HENRY MAY.

HIS WORK AND HIS PERSONALITY.

(Specially written for the "Telegraph.")

Curiously, though Sir Henry May's resignation was announced over two months ago, no one has essayed to delineate his character and characteristics—to portray him as Henry May the man, and not merely as Sir Francis Henry May, the Governor and Commander-in-Chief. It may be thought that as he had been so long with us, and was constantly in the public eye, there is nothing more to know about him. But the personality of this man is not so simple as it appears; on the contrary, it is bafflingly complex. By some people he is almost hated, if truth be respected; in others he arouses feelings akin to affection. Some regard him as the embodiment of all that is cold, arbitrary, hard and harsh; while others, again, swear by him. Now, what manner of man is this that has inspired such mixed sentiments? It is to attempt to answer this question, and, by so doing, to do justice—no more than strict justice—to a man who has been very much misunderstood, that this slight sketch is given.

Of the great services rendered by Sir Henry May to the Colony, acknowledgment has recently been made in the Press and at a joint meeting of the Executive and Legislative Councils. But how many of us, when reading such acknowledgment in cold print, realized the magnitude of the tasks that went to the realization of such services? For instance, how many men now residing in this Colony know the circumstances that brought to light the "Police Scandal" of 1897 when he was Captain Superintendent of Police; and with what courage and zeal he set about to remove the evil? The story may be worth relating. Suspecting that certain members of the Force were in the pay of illicit gambling houses, Mr. May (as he then was) personally raided a certain house in Wa Lane, in which he found evidence proving beyond doubt that a wide-spread corruption existed in his own and certain other departments. With characteristic promptitude and thoroughness, he rid the Service of its dishonest members, beginning from the top, and not sparing some of his most capable inspectors. In this task he encountered great obstacles, and was subjected to severe criticism from certain quarters. Loud voices of condemnation were raised against his being "accuser, judge and gaoler all in one," for he was then holding the combined offices of Captain Superintendent of Police, and Superintendent of Prisons; and had to deal departmentally with certain cases which, for want of sufficient evidence, could not be sent before the criminal courts. Academically, this criticism was justifiable; but Sir Henry was not academic, and viewed things from the practical standpoint. A less strong man would have conformed to "recognised rules," with the inevitable result that the Force would have remained impregnated by its corrupt elements. The writer can never forget the scene when Mr. May was in the witness-box in the Supreme Court, being cross-examined by the late Mr. Edward Robinson, who was defending a Police Inspector under charge of receiving bribes from a gambling house. The cross-examination was so severe and searching that all present could see that the task of Mr. May, which duty laid upon him, must have been painful. Thanks to his indomitable courage, his high sense of duty, and steadfastness of purpose, the Force was eventually cleansed as with fire. His work of re-organising the battered remnant of the Force was no less admirable, and revealed another phase of his natural attributes—his organizing and constructive ability.

As a worker Sir Henry May was a veritable glutton. In his younger days, he perhaps knew not what fatigue was. The industry he showed in suppressing the Plague of 1894 and the coolie strike that followed a year after, was amazing. In his more advanced years he used his mental energy with the same prodigality as he did in the vigour of his manhood; and he did not heed the warning which Nature sent him in the shape of recurring headaches. During the course of his long, eventful career, he underwent many personal dangers, not the least of which was the attack made on him and his small party of four Indian Constables by the natives of Sham Chun when the New Territories were about to be taken over in 1898.

One of the outstanding features of our late Governor's character is his high sense of duty. Once he was convinced that the interests of the public demanded a certain course of action, he pursued it with an unswerving aim, regardless of consequences to himself. This was shown in an incident occurring some twenty-five years ago when he was a member of the Sanitary Board. He made a speech criticising the sanitation policy, or want of policy, of the Government, which (as it had become known at the time) brought down upon his head the terrible ire of the then Governor, Sir William Robinson. This trait again and again manifested itself throughout his long official career, though such things did not often come to the notice of the public. A man of such calibre, with the other rarer qualities that Sir Henry May possesses, is bound to get to the top in any walk of life. No one, not even his enemies, after having worked with Sir Henry for only a short time, can deny that he is a born leader of men. When he was but Assistant Colonial Secretary, the then Governor, Sir William Des Voeux, saw in him the making of a colonial governor, as Sir William subsequently stated in his interesting book of reminiscences.

More than once during his tenure of governorship, his ways were considered to be autocratic; and some of them did seem, at first sight, to justify the opinion. When he believed that he was in the right, criticism and opposition counted very little with him. If the unofficial members agreed with his policy, so much the more smoothly would the legislative machine run. If they did not see eye to eye with him, well, he could not help it, regrettable though it was. This attitude of mind does not necessarily prove that he is one who must have his own way, be he right or wrong; it is merely an example of a man, a strong man, who fears the judgment of his own conscience rather than the judgment of his neighbours. Consequently he was not popular. But he never took the trouble to seek popularity; on the contrary, he seemed rather to shun it.

The Chinese once said of him that he was a man of "austere countenance, sparing of his words, and sparing of his smiles"; and this description fits him nicely. A stern and reserved man, he believed in deeds, not words. The standard of duty he set himself and others was high, and any dereliction thereof was usually dealt with by him with stern justice. From this, one should not conclude that the man was devoid of tender feelings. Those who know him intimately know that he is a man with a large heart—a devoted husband and father, a staunch and loyal friend, the most appreciative of chiefs, and a man blessed with a keen sense of humour. That there is a tender side in his character can be judged from the fact that during the proceedings of a farewell address given to him and Lady May by the public before their departure for Fiji in 1911, he broke down, and was unable to proceed with the reading of his reply which had to be taken up by Mr. Hough who happened to be standing near him. One evening some ten years ago, when he was Colonial Secretary, the office porter "dumbled" upon him, and saw him on his hands and knees on the floor of the Council Chamber, with two of his small daughters on his back, urging him to a quick trot round the council table! This is a round the council table! This is a round the council table! This is a round the council table!

Essentially a fighter, and an Irish fighter to boot, Sir Henry May could not be coerced or cajoled; but if a man, however humble his station, had something worth while to say to him, and said it with convincing honesty of purpose, he would always get a patient hearing, and, if his opinions were sound, they would be readily adopted. Himself a hard worker, he expected much from his subordinates, though he was never harsh or exacting. He had no use for shirkers and slackers; on the other hand, he was most generous in approbation and words of encouragement, where such were deserved. Just before he left Hongkong for Fiji in 1911, when a presentation was made to Lady May, he took occasion in his speech of acknowledgment to bear handsome testimony to the good qualities of the old amah who had helped to bring up his children. And this was but one of many similar instances.

That a good public speaker is not necessarily a good talker is typified in Sir Henry's case. He is a ready and effective speaker in public, but as a conversationalist he is not a success, unless he is in congenial company and in the right mood, when his conversation is frequently illumined by flashes of wit and humour. I believe that Sir Henry is naturally shy, though he may not know it himself; and his shyness has often been taken for arrogant pride. One rather bad habit of his is thinking when out walking. His friends say that he thinks, even while at meals. To this habit can be ascribed his apparent rudeness, so often a matter of remark, in not acknowledging friendly greetings or salutes from subordinates. He was aware of this habit, and took occasion to explain it in his farewell speech on leaving these shores for Fiji in 1911.

A fondness for manly sports and for outdoor life is a prominent feature of Sir Henry May's character. He is also fond of music and flowers. During the years that he was our Governor, he devoted much care to beautifying the Island and the New Territories. As Mr. Severn so eloquently said in a recent speech in reference to his services to the Colony, "future generations will bless the keen far-sighted man that designed the shady avenues, the wooded hills and the flower-bordered walks."

Like all other human beings, Sir Henry May has his defects. For one thing, he has strong prejudices, strong likes and dislikes. His impulsive public utterances at times were unfortunate, and would have served the purpose. In maintaining discipline, he seldom tempered justice with mercy; and in his dealings with the general public, his demeanour was cold and unresponsive. But what of these defects and weaknesses, when they are set against his good qualities: his unswerving devotion to duty, his high character and moral courage, his loyalty to friends and kindness to servants, and the inestimable services he rendered to the Colony during the long period of over thirty years? There can be no doubt that, whatever his shortcomings, he has done more for Hongkong than any other man living. Unlike other governors, he started his official career here. He came to this Colony when quite young and full of vigour, and left it with his health impaired by thirty-eight years of arduous work in the service of the public. To the Colony he gave of his best, of practically the entire working period of his life. If at times his policies and methods called for strong criticism, no honest man can deny that whatever he did, he did, according to his own light, for the good of the Colony and of the Empire. When the differences that have arisen in the last three or four years between him and a section of the community in regard to certain public policies, have lost their bitterness, when men can calmly and without prejudice weigh his good and bad points, and appraise his work and achievements, Sir Henry May will assuredly be ranked as one of Hongkong's greatest benefactors.

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1894.

HONGKONG TWENTY-
FIVE YEARS AGO.

(Compiled from the "Hongkong
Telegraph" files for week
ending April 7, 1894.)

THE DOLLAR.

March 31.—The rate of the
Dollar, on demand to-day, is
1s. 11d 3/8.

AN APPOINTMENT.

April 2.—Her Majesty has
graciously approved of the
appointment of the Hon. C. P.
Chater as an unofficial member
of the Legislative Council of
Hongkong, says the "Government
Gazette" of March 31.

ANTE UP.

April 2.—For selling spirit-
uous liquor without a
licence, yesterday Madam Al-
delina George, hostess of a Graham
Street coffee palace, was to-day
fined \$50 by Mr. Wodehouse, be-
fore whom Detective Holt proved
the case up to the hilt. The good
lady smiled when she heard the
magisterial decision and grace-
fully hauled a healthy-looking
roll of bank notes out of her
boot and "anted up" like a man.

A SUGGESTION ADOPTED.

April 3.—It gives us great
pleasure to learn that the Harbour
authorities have decided to
adopt the suggestions made by
the "Hongkong Telegraph" some
time ago as to the advisability of
lighting the buoys in the fairway
for the benefit of vessels entering
the Harbour at night from the
westward. The captains of the
Canton night boats will
appreciate this change for the
better.

HOMeward BOUND.

April 4.—The homeward
bound pennant was hoisted on
board H.M.S. "Imperieuse," this
morning, and amidst the firing
of crackers, the strains of the
flagship's band which played a
few bars of the ever-popular song
"The Girl I Left Behind Me,"
"God Save the Queen," and
"Rule Britannia," the stately
ironclad's anchor was weighed
and she steamed slowly through
the Harbour to the eastward.

A PRESENTATION.

April 5.—A gold watch-chain
and locket were presented to Mr.
D.C. Christie, ex-Sergeant and
Drill Instructor of the Hongkong
Police Force, yesterday, on the
eve of his departure for Shang-
hai, where he will, we under-
stand, join the Model Settle-
ment's Force.

WATER WASTE.

April 6.—An authoritative
estimate fixes the amount of
drinking water thrown away on
a fire on Wednesday—or rather
not on to the fire at all, but into
the gutter, in attempts to reach
the fire—at eight million six
hundred thousand gallons.
We would not have thought
there was so much in
the reservoirs, but we are bound
to believe what we are told on
the best authority. Yet never a
single jugful of this fresh water
need have been taken from the
mains, nor was it any use when
taken. The Superintendent of
the Fire Brigade is a marvellously
typical Civil Service cadet.

INTER-SCHOOL SPORTS.

YESTERDAY'S MEETING.

Favoured by ideal weather, the
1919 Hongkong Inter-School
Sports Meeting which was held
at the Racecourse, yesterday, was
a decided success. The schools
which took part in the meeting
were:—St. Joseph's College,
Queen's College, Diocesan
School, Sai Ying Pun School,
Yammat School, French Convent,
Kowloon British School, Ying
Wah College, St. Stephen's Col-
lege, St. Paul's College, Ellis
Kadoorie School, Wan-
chai School, Anglo-Indian
School, Garrison School, Victoria
British School and Praya East
School.

The Band of the 18th Infantry
was in attendance. A large crowd
of enthusiastic spectators lined
the railings, and in the Jockey
Club stands accommodation was
found for a large number
of the parents of the
pupils, and other interested
friends. Among the latter were
Mrs. E. Ralphs, Mrs. P. H.
Holyoak, Mrs. Main, Miss Clarke,

Mrs. G. F. Nightingale, Miss
Bancroft, Rev. and Mrs. A.
D. Stewart, Rev. and Mrs.
W. H. Hewitt, Rev. H. R.
Wells. Those present and
taking an active part in the
management of the sports were
the Rev. W. T. Featherstone
(Headmaster of Diocesan Boys'
School), Rev. Brothers Alphonsus
and Paul, and Messrs. A. Morris,
R.E.O. Bird, A. H. Crook, W. V.
Doherty, E. J. Edwards, L.
Forster, and the Hon. Secretary,
Mr. G. Franklin Nightingale.

A healthy spirit of rivalry
between the contestants was
noticeable throughout. Every
event was keenly contested. The
competitors were cheered on
by their schoolmates, who
displayed great enthusiasm,
which reached its climax when
the two team races took place.
The winner in these two events
was St. Joseph's College. St.
Joseph's up-held its reputation
of being foremost in sports. It
carried off the two cups present-
ed by Sir Paul Chater
and the Anglo-Swiss Condensed
Milk Co. in the team races. In
A Rahmin and G. A. Hyder, the
College had two stalwarts who
contributed greatly to its success.
The former carried off the Inter-
School Senior Championship, with
its attendant trophy, a gold medal.
The latter, in winning the
Championship quarter mile race,
for the third year in succession
completed his claim to the
ownership of the Ellis Kadoorie
Challenge Cup. The excellent
form displayed by the students
from the College indicated the
great amount of hard work which
had been devoted to training,
and was a testimony to the
efforts of Rev. Brothers
Alphonsus and Paul who have
looked after the sports side of the
College so well.

Next on the honours list
came Queen's College. The
Junior Championship was
carried off by one of its
pupils, Ko Chi-to, who
won the full points out of a
possible 20. He was joint holder
of the same honour last year. The
keen rivalry between this school
and St. Joseph's is well known
and yesterday it showed itself in
several hotly contested events.

A race for girls under 10 years
of age, excited great amusement.
The little tots, headed by the
tiniest of their number, Ruby
Choe, swarmed up to the tape-
line and put the judges almost
in predicament in deciding
the winners. However they
all sorted themselves out
in the end, and were
in great jubilation over the toys
and crackers which were
awarded to all of them by the
thoughtful committee.

The meeting, which owed its
success in no small extent to the
energetic efforts of Mr. Nightingale,
was brought to a conclusion
at 5.30 p.m.

Previous to the presentation
of the prizes, Mr. Nightingale
said that the one thing

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they all regretted was the
absence of His Excellency the
Officer Administering the
Government who was unable
to be present. He (Mr. Night-
ingale) was very glad to say
they had a very big list
of patrons this year. All the
handicap events had been
eliminated, with the exception of
those for the British Schools. The
reason for this was that nearly all
the schools in Hongkong had their
own school sports. These com-
bined sports were inter-school
and therefore only champion-
ship events were taken.
There was a great extension this
year of the entries in the events.
One more school had entered the
charmed circle—the Praya East
School, which entered two teams
in the team race. They had
this year been promised
a magnificent cup for
the Junior Team, by Mr. A. G.
Coppin, of the Anglo-Swiss
Condensed Milk Co., and Queen's
College held it for the first time.
He must also thank Mr. and Mrs.
Morris for all the trouble they
had gone to in buying
the prizes, to the Jockey
Club for the use of the
ground, the Public Works De-
partment, the patrons and all
others who gave prizes, and the
subscribers to the prize list.

Mr. Tanner (Headmaster of
Queen's College) said that at the
close of what he thought they
were justified in considering
a thoroughly enjoyable and suc-
cessful meeting it was his very
pleasant and agreeable duty to
call upon Mrs. Ralphs, a very old
friend of all, to be good enough
to distribute the prizes. Before
asking her to do so, there
was one other thing he ought
to mention, and that was the great
debt of gratitude they all owed
to the very energetic Hon. Secre-
tary, Mr. Nightingale, for the
efficient and thorough way in
which he had made the arrange-
ments and carried out the day's
proceedings. Mr. Tanner went on
to refer to the difficulties which
he got into that afternoon in
connection with the bouquet of
flowers that was to be presented
to Mrs. Ralphs. He said he had
bought a very nice ribbon for
tying it, but when he came to
arrange the bouquet, he found
the ribbon missing. A very
young lady, Miss Langley, came
to his help. She lent him her
sash—(Laughter and applause).

The distribution of prizes was
then gracefully performed by
Mrs. Ralphs and at its conclusion
she was presented with two
bouquets of flowers and accorded
three hearty cheers.

The prize-winners were as
follows:—

Long Jump (Senior Champion-
ship): 1 Chi Hon Chan; 2 Wong
Kwai Yin; 3 A. Rahmin. Length
17 feet.

100 yards race (Junior): 1 Ko
Chi To; 2 Tsai In Wun; 3 Wong
Hung Mi. Time 11 2/5 secs.

100 yards race (Senior): 1 Tsai
Kao Han; 2 A. Rahmin; 3 Leung
Oi Sang and Chi Hon Chan
Time 11 1/5 secs.

High Jump (Junior Champion-
ship): 1 Ko Chi To; 2 Wong Pak
Ping; 3 L. Rocha. Height 4 feet 4
inches.

300 yards race (Senior): 1 C.
Mackenzie; 2 A. Rahmin; 3 Leung
Oi Sang. Time 34 2/5 secs.

One mile bicycle race: 1 Tong
Kwong; 2 A. Silva Netto; 3 A. R.
Tavares.

Half mile race: 1 B. A. Hyder
(holding the challenge cup for
three years in succession); 2 G. A.
Hyder; 3 Chin Kwong Yan. Time
2 mins. 27 secs.

100 yards race (handicap) for
boys under 10: 1 J. Dillion
(10 yds.); 2 W. Walker (6 yds.);
3 F. Long (2 yds).

220 yards race: 1 Ko Chi-to; 2
Tsai In-wun; 3 Mak Yan-chai.
Time 26 1/5 secs.

High Jump (Senior): 1 Tsai Kao-
han; 2 Yeung Wing-fai; 3 Ma
Ping-wa. Height 5 feet.

100 yards (handicap) for girls
under 10: 1 Ruby Choe (10 yds.);
2 Hilda Solomon (20 yds); 3
Maud Dillion (8 yds).

100 yards race (handicap) for
girls under 10: 1 Beatrice Hard-
wick (16 yds.); 2 Winifred Pol-
ley (17 yds.); 3 Agnes Dillion (13
yds).

120 yards hurdle race (Junior):
1 Ko Chi-to; 2 Wong Hung-mo;
3 Woo Pak-ping.

120 yards hurdle race (Senior):
1 S. A. M. Sopher; 2 A. Rahmin;
3 Sung Lu-tak. Time 19 secs.

50 yard race (handicap) for all
comers under 7: 1 S. Hassan; 2 J.
Mohammed; 3 Dan Kazak.

200 yards race (handicap) for
boys under 10 and 19: 1 B. C.
Gegg (scratch); 2 F. V. Read (3
yds); 3 E. L. McDougall (7 yds).

150 yds. race (handicap) for girls
of all ages: 1 Agnes Dillion (6
yds); 2, Phyllis Woolley.

Quarter mile: 1 G. A. Hyder; 2,
C. Mackenzie; 3 B. A. Hyder.

Seven furlongs race (handicap):
1, Haroon.

Two miles bicycle race (handi-
cap): 1. Tong Kwong; 2. Silva
Netto.

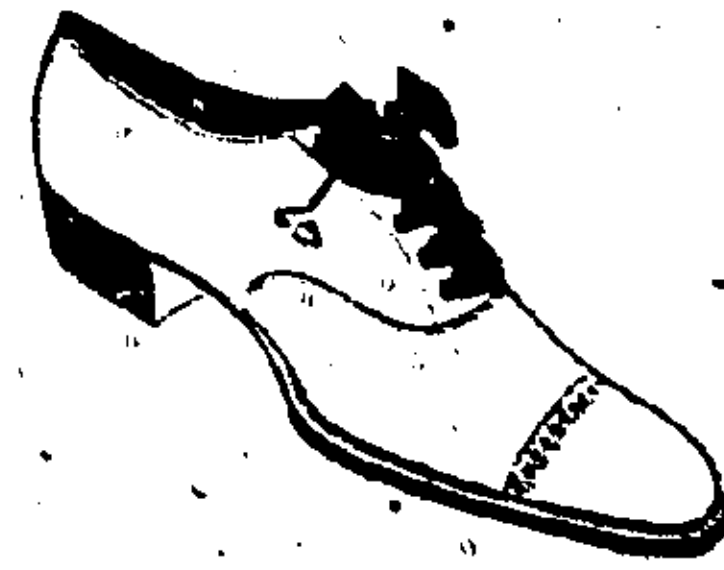
Team Race, (senior) teams of 8
boys, 200 yds. each; open to all
boys over 5 ft. 1. St. Joseph's
College; 2 Queen's College.

Team Race (Junior) teams of 8
boys, 200 yds. each; open to
all boys 5 ft. and under: 1. St.
Joseph's College; 2. Queen's
College; 3. Sai Ying Pun School.

NOTICES.

FOOTWEAR THAT SATISFIES

"K"



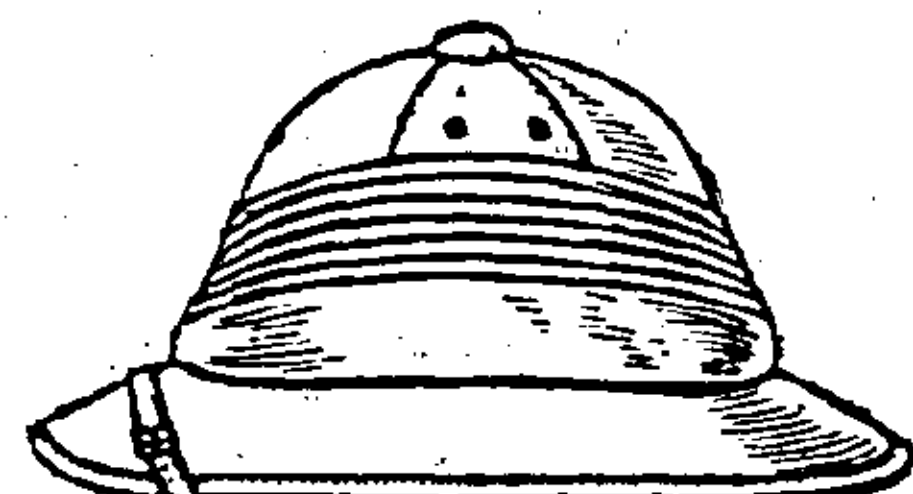
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EMPEROR OF ASIA	29 May.	16 June.
MONTEAGLE	10 June.	4 July.
EMPEROR OF RUSSIA	25 June.	14 July.
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The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, Sept. 24, 1917. Agents.

PACIFIC MAIL S.S. CO.
U. S. MAIL LINE.

Operating the new First Class Steamers
"ECUADOR," "VENEZUELA," and "COLOMBIA,"
14,000 tons Each.
Hongkong to San Francisco,
via Shanghai, Kobe, Yokohama and HONOLULU.

THE SUNSHINE BELT.

The most comfortable Route to America and Europe.

Sailings from Hongkong at noon.

S.S. "VENEZUELA"	31st March. at noon.
S.S. "ECUADOR"	23rd April.
S.S. "COLOMBIA"	21st May.

The 3 steamers have the most modern equipment including overhead electric fans and electric lighting ALL LOWER BERTHS & Large Comfortable State-rooms (all single and two berths only.)

The Safety and Comfort of Passengers is our First Consideration. Special care is given to the cuisine, and the attendance on passengers cannot be improved. Tickets are low-chargable with the Toyo Kisen Kaisha and the Canadian Pacific Ocean Services, Ltd.

For further information, rates, literature, schedules etc.,
Apply to:-
Company's Office in
ALEXANDRA BUILDING,
Chater Road.

Telephone No. 141.

SHIPPING.

NIPPON YUSEN KAISHA.

(JAPAN MAIL S.S. CO.)

Sailings from Hongkong subject to alteration.

Destination.	Steamer & Displacement.	Sailing Dates.
SHANGHAI, KOBE & YOKO- HAMA	Aki Maru T. 12,300 Kaga M. T. 12,300	TUES. 1st Apr. at 11 a.m. THURS. 3rd Apr. at 11 a.m. TUES. 1st Apr. at 11 a.m.
NAGASAKI, KOBE & YOKO- HAMA	Nikko Maru T. 9,600	TUES. 1st Apr. at 11 a.m.
SHANGHAI & KOBE		
LONDON via Singapore, Penang, Colombo, Suez and Port-Said	Kamo M. T. 15,930 Iyo Maru T.	[SAT. 5th Apr. at noon. [SAT. 19th Apr. at noon.
MELBOURNE via Manila, Zam- boanga, Thursday Is., Town- sville, Brisbane & Sydney	Nikko M. T. 9,600	[WED. 23rd Apr.
NEW YORK via Shanghai, Kobe, Yokohama, San Francisco and Panama Canal	For date of sailing apply to the Company's Office.	
BOMBAY via Singapore, Malac- ca and Colombo	Tenshin Maru Toyo Maru Rangoon M. T.	[WED. 9th Apr. Middle of Apr. End on Apr.
CALCUTTA via Singapore, Pen- ang and Rangoon		
* Suwa Maru MON. 5th May, at 11 a.m. For further information apply to NIPPON YUSEN KAISHA. S. YASUDA, Manager. Telephone Nos. 292 & 293		

TOYO KISEN KAISHA.

SAN FRANCISCO LINE

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

FAST AND LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

Steamer	Leave Hongkong.
PERIA MARU	9th April.
KOREA MARU	15th Apr. from Yokohama.
NIPPON MARU	15th Apr. from Yokohama.
TEIKO MARU	5th May.
SHINYO MARU	11th May.
SIBERIA MARU	11th May.

SOUTH AMERICAN LINE.

HONGKONG TO VALPARAISO VIA JAPAN, HONOLULU,
SAN FRANCISCO, SAN PEDRO, SALINO CRUZ,
BALBOA, CALLAO, ARICA AND IQUIQUE.

THENCE BY TRANS ANDREAN ROUTE TO BUENOS AIRES.
Steamers: Leave Hongkong.
SEIYO MARU 3rd May.
KYO MARU 12th July.
ANTO MARU 10th Sept.

Passengers may travel by rail between ports of call in Japan free of charge.
For full information as to rates, sailings, etc., apply to
T. DAIGO, Manager.
KING'S BUILDINGS.

Telephone Nos. 2374 & 2375.

JAVA PACIFIC LINE

OF THE
JAVA-CHINA-JAPAN LIJN.

Monthly Service between
NETH, INDIA, MANILA, HONGKONG & SAN FRANCISCO.

The steamers are all fitted throughout with electric light
and have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon.

Cargo taken on through Bills of Lading to all Overland
Points to the United States of America and Canada.

For particulars of Freight and Passage apply to the

Java-China-Japan Lijn.

General Managers,
York Buildings.

Telephone No. 1574.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.

"NANKING" "CHINA"

15,000 tons, American Registry (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI JAPAN PORTS & HONOLULU.

"NANKING" "CHINA"

April 3rd, 1919. April 24th, 1919.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.
Prince's Buildings, Ice House Street. Tel. 1934.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For LONDON & ANTWERP "CITY OF BRISTOL" 15th April.
LONDON & ANTWERP "CITY OF COLOMBO" 10th May.

For particulars of sailings shippers are requested to approach
the undersigned.
Steamers proceed via Cape of Good Hope.
Subject to change without notice.

or to REISS & Co. Canton
Hongkong, 11, Mar. 1917.

THE BANK LINE, LTD.,
General Agents.

SHIPPING NEWS.

N. I. T. GRIEVANCE.

A representative of the Netherlands Indies Tank Steamship Company, the Dutch branch of the Asiatic Petroleum Company, has gone to Singapore from Java in connection with certain grievances regarding food, wages, promotion, etc. formulated by the offices of the steamers. Steps are being taken to formulate a memorial to the N. I. T. Meanwhile a cable has been sent to the head offices of the Captains and Deck Officers Union in Amsterdam and the Union of Engineers, in Rotterdam, saying: "Inform directors N.I.T. captain and officers working for better salaries and conditions. Batavia union leading. Have asked marine superintendent Singapore to wire his directors Holland. Advise members not to come until conditions settled."

U.S. SHIPPING RATES.

Vigorous protests by the American Exporters and Importers Association against continuance of abnormal shipping rates by the United States Shipping Board have resulted in a reduction of these rates and in making the new schedules retrospective to December 16, 1918. The reductions are from 25 to 30 per cent. in rates from Atlantic ports to South America, Asia, Japan, Australia and Africa. It was represented to the Board that a schedule of freight rates twice as high as those in force in England was subjecting American traders to an intolerable burden. They simply could not compete for foreign business in the face of charges that made farcical any attempt to quote prices better than those of England. They saw an unprecedented opportunity for the expansion of international trade vanishing, and threats were made to charter British ships unless relief was granted.

CHINESE SEAMEN AND BRITISH VESSELS.

Unemployment among British seamen and its relation to Chinese labour on British ships was discussed at a meeting of seamen at the Broomfield in Glasgow. Mr. E. Shinwell, of the British Seafarers' Union, called the attention of the gathering to the large number of British seamen and firemen at present unemployed and to the large number who were being demobilised and would find it difficult to secure employment abroad ships. This he attributed to the refusal of the Government to exclude Chinese labour from British ships, and it was essential, he urged, that action should be taken at once. A resolution was moved and adopted to the Government informing them that, owing to the difficulty of obtaining employment at Glasgow Harbour, immediate steps should be taken to exclude Chinese labour from British vessels. It was further resolved that no Chinaman should be permitted to sign on at Glasgow, and that if any attempt was made to do so drastic action should be taken.

NEW N.Y.K. SERVICE.

It is reported that the Nippon Yusen Kaisha has decided to inaugurate an independent service between the Mediterranean and Liverpool in competition with the Blue Funnel Line. The position of the Blue Funnel Line in the Mediterranean has been very strong, and it will be impossible for the Nippon Yusen Kaisha to offer successful competition against that Company by ordinary means. It is said that the N.Y.K. is therefore determined to make heavy sacrifices—even to the point of shipping cargo at nominal rates.

CAPTAINS ON BRITISH SHIPS.

It is announced that, as a result of official inquiry made into their cases, some 50 captains not of pure British parentage have been allowed to command British merchant ships since 1917. In each case the man to whom this permission is granted is a British subject—in most cases British born, though one of the parents may be of enemy origin—and resident in the country. The Admiralty has not removed the embargo which prevents foreigners from having charge of British merchant ships, and will not remove it while a state of war lasts.

SHIPPING.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SWATOW & BANGKOK	Taming	31st Mar. at 10 a.m.
SHANGHAI & TSINGTAO	Kwangse	31st Mar. at noon
SHANGHAI	Chihli	31st Mar. at 3 p.m.
SHANGHAI	Yan	1st Apr. at noon
SHANGHAI	Sunning	3rd Apr. at noon
TIENSIN	Kueichow	7th Apr. at noon

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.
Excellent Saloon accommodation Amidships; Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage apply to

BUTTERFIELD & SWIRE,
Agents.

Telephone No. 36.

Hongkong March 23, 1919.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between
CHINA and JAPAN.

Steamer	From	Expected on at about	Will leave on at about	To
Tjimarock	Shanghai	30th Mar.	1st Apr.	Java
Tjipanas	Java	1st Apr.	5th Apr.	Java
Tjilalip	Japan	5th Apr.	6th Apr.	Java

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN,
York Building.

Telephone No. 1574.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for first Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

Steamships. Captain Leaving.
Haitan ... [A. H. Stewart.] TUES. 1st Apr. at 1 p.m.
Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,
General Managers.

INDO-CHINA STEAM
NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For	Steamship	On
SHANGHAI	Wingsang	Fri. 4th Apr. at d'light
HAIPHONG	Taksang	Fri. 4th Apr. at 8 a.m.
STRAITS & Calcutta	Kumsang	Fri. 4th Apr. at 3 p.m.
MANILA	Loongsang	Fri. 4th Apr. at 3 p.m.
KOBE	Suisang	Tues. 8th Apr. at d'light
SANDAKAN	Mausang	Tues. 8th Apr. at noon
MANILA	Yuensang	Fri. 11th Apr. at 3 p.m.

CALCUTTA LINE.—This Line is now being reorganized and will shortly afford frequent and regular sailings to Calcutta via Singapore and Penang.

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited number of passenger accommodation.

Through Bills of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE.—One sailing per month between Kades, Jesselton, Labuan, Tereu and Labud. Dates across no fixed day or week.

Cargo taken on through Bills of Lading for Kades, Jesselton, Labuan, Tereu and Labud. Dates in calling at Waikiki and Canton.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to

JARDINE MATHESON & CO., LTD.
General Managers.

Telephone No. 215.

AMERICAN EXPRESS COMPANY.

BANKERS AND FORWARDERS.

ESTABLISHED—1841.

HEAD OFFICE—65 BROADWAY, NEW YORK.

CAPITAL AND SURPLUS—U. S. \$25,000,000.00.

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Branches & Agencies—throughout the world.

General Banking and Foreign Exchange.

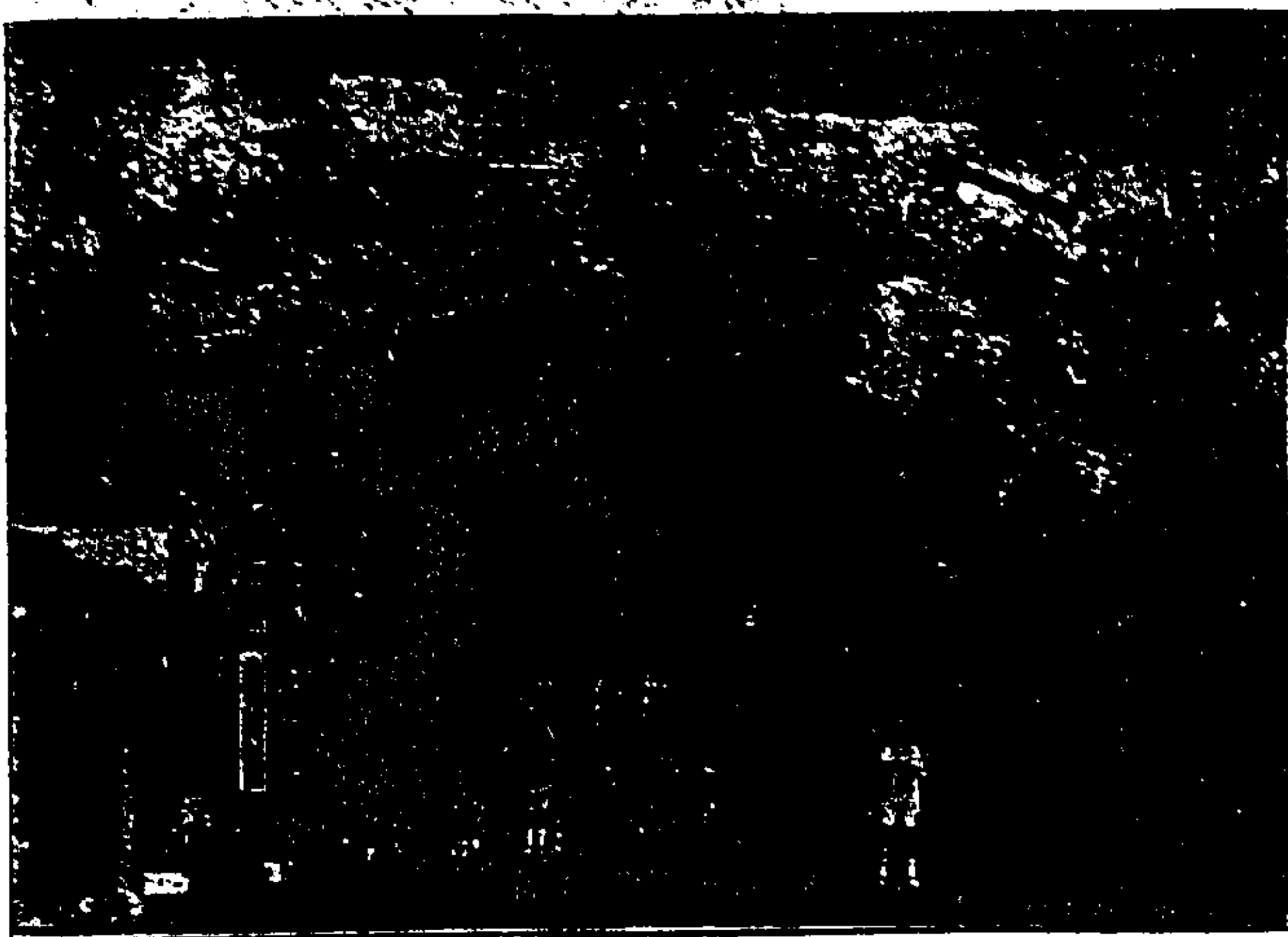
We maintain Foreign Trade and Travel Bureaus.

American Business a Specialty.

PICTORIAL SUPPLEMENT.



HONGKONG-A. D. C. PRODUCTION.
SCENES FROM "PINKIE AND THE FAIRIES."
(Photos: by Mee Cheong.)



H. E. MR. A. C. PEARSON,
Governor of North Borneo,
who has been visiting Hongkong.

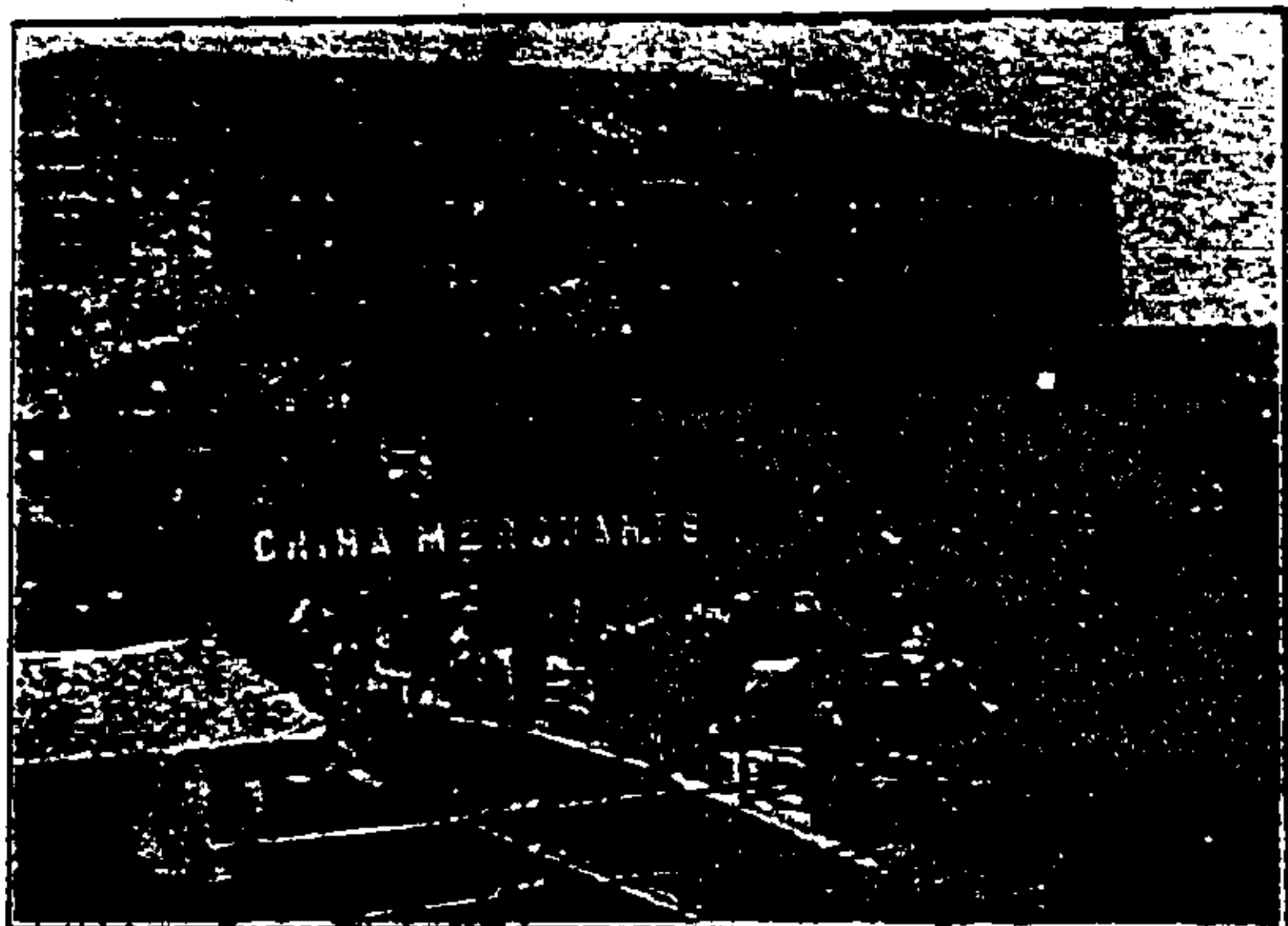


Photo: "Hongkong Telegraph."

GERMANS LEAVING SHANGHAI: ON THE WHARF.

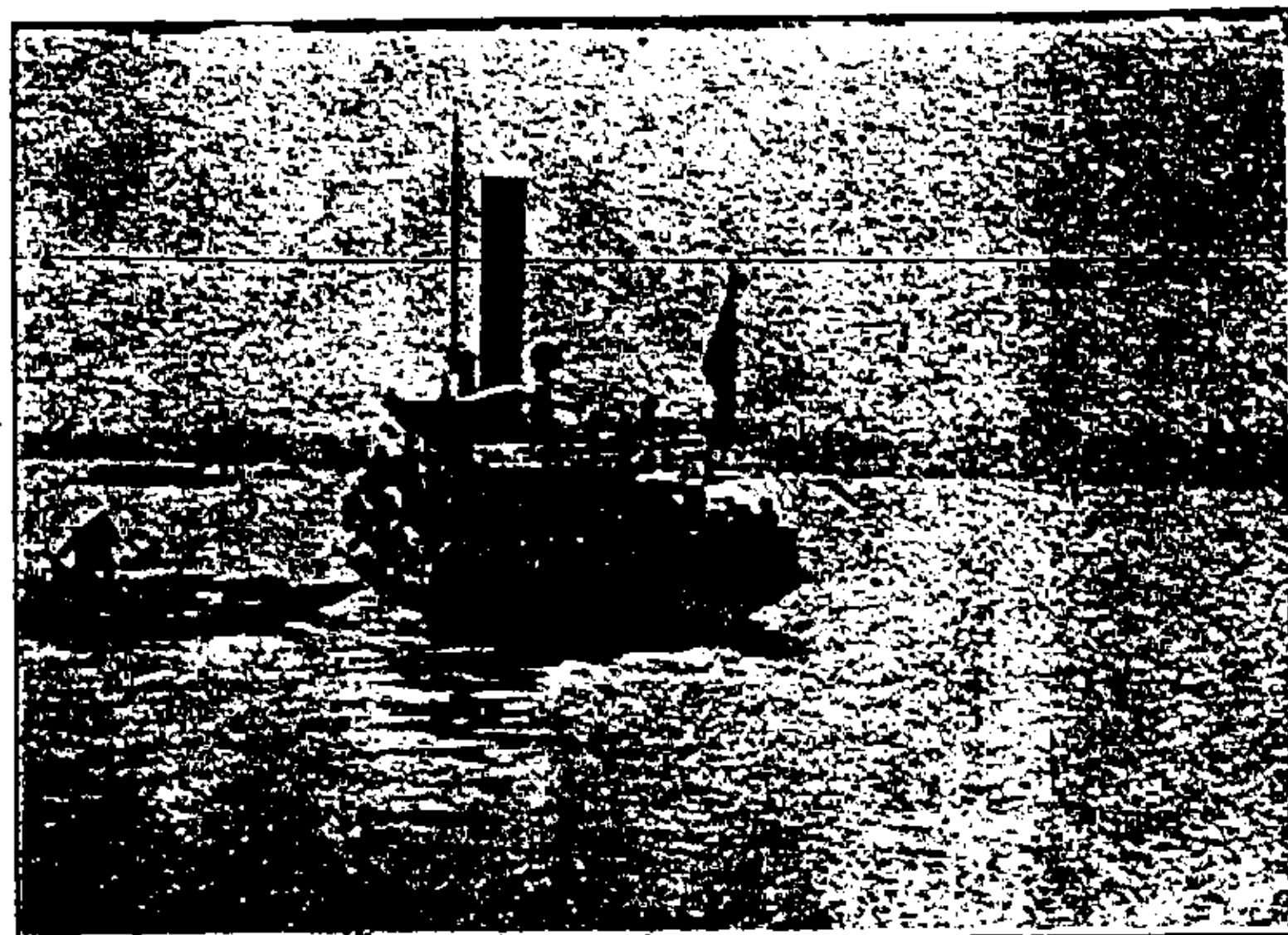


Photo: "Hongkong Telegraph."

GOOD-BYE, SHANGHAI: GERMANS ON THE TENDER.



Photo: "Tientsin Press."

HERR VON HANNAKEN,
A Notorious German Deportee.



Photo: "Hongkong Telegraph."

SHANGHAI GERMANS ABOUT TO EMBARK.

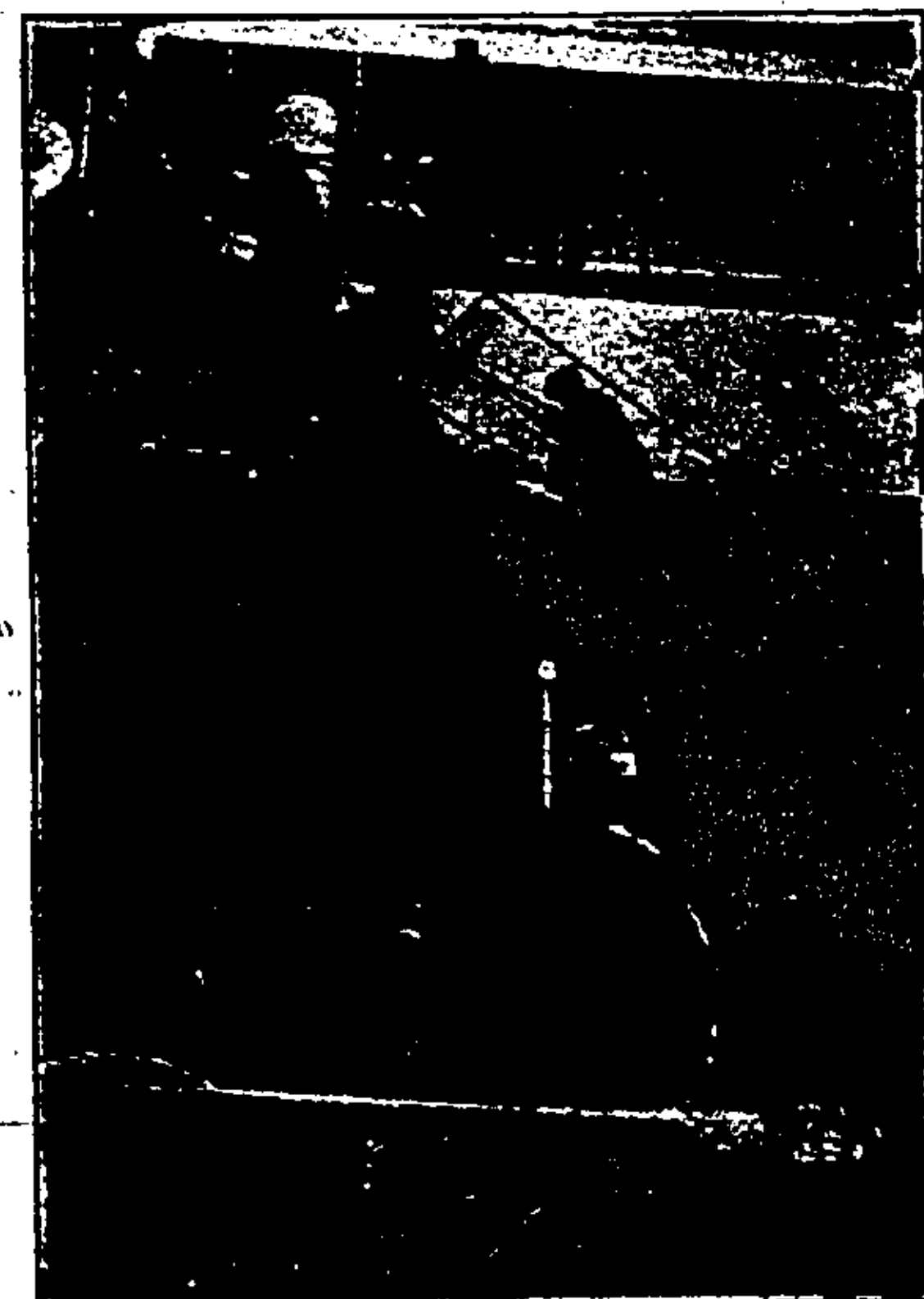


Photo: "Hongkong Telegraph."

SHANGHAI GERMANS: GOING ON
BOARD.



Photo: "Tientsin Press."

TIENSIN GERMANS LEAVING FOR SHANGHAI.



Photo: "Tientsin Press."

COLONEL TIN
was in Charge of the repatriation of the
Germans in North China as far
as Nanking.



“Embassy”

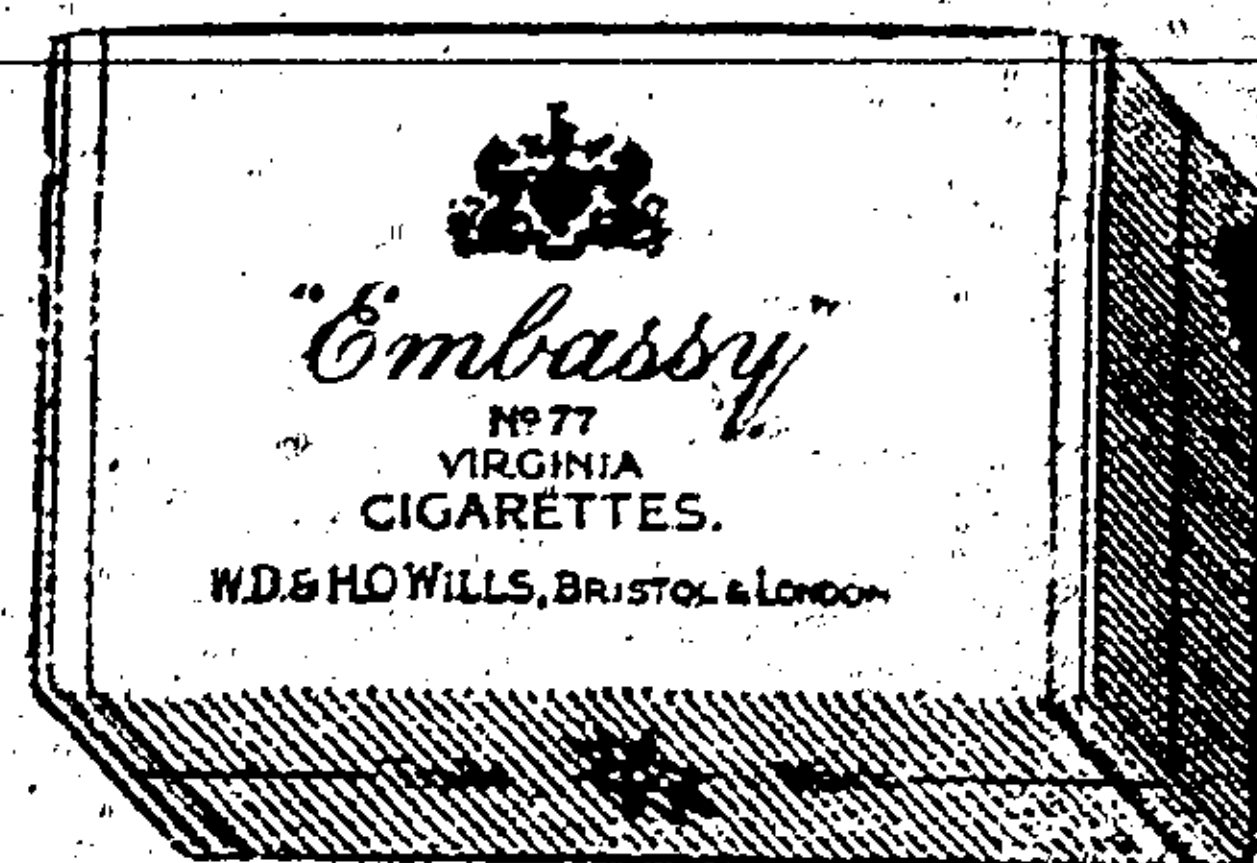
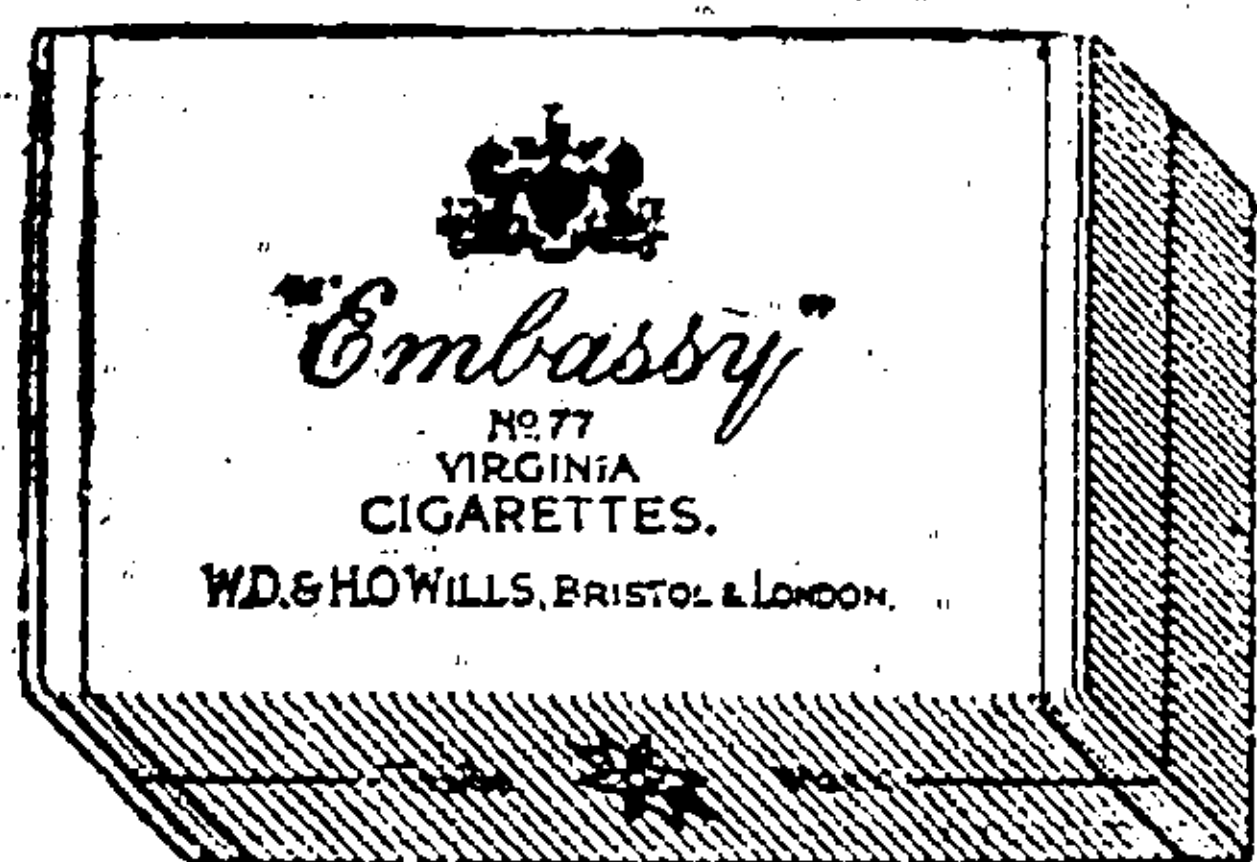


“Embassy”

A HIGH GRADE CIGARETTE OF SPECIAL QUALITY
NEW STOCKS NOW PROCURABLE FROM ALL RETAILERS.

AIR-TIGHT TINS OF 50.

BOXES OF 10.



SHIPPING.

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
 LONDON—Monthly direct service via Singapore and Port Said.
 "ALPS MARU" Wednesday, 2nd April.
 GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.
 "MITSUKI MARU" Monday, 7th April.
 MARSEILLES—Monthly direct service via Singapore & Port Said.
 BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.
 "HIMALAYA MARU" 12th April.
 BOMBAY AND COLOMBO, Regular fortnightly service via SINGAPORE.
 "MITSUKI MARU" Monday, 7th April.
 BATAVIA, SOURABAYA, SAMARANG—Monthly direct service.
 SYDNEY, MELBOURNE—Monthly service calling at AUSTRALIA, N. Z. and ADELAIDE.
 "LUZON MARU" End of March.
 VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEELUNG, SHANGHAI, YOKOSUKI, MUKO, KOBE, YOKKAICHI & YOKOHAMA.
 "MANILA MARU" 12th April.
 "ARABIA MARU" Thursday, 10th April.
 HAIPHONG—Three times a month service.
 "TAITOKU MARU" Friday, 11th April.
 KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the Soon Yip wharf, near the Harbour Office.
 TAKAO VIA SWATOW AND AMOY.
 "SOSHU MARU" Thursday, 10th April.
 KEELUNG VIA SWATOW AND AMOY.
 "AMAKUSA MARU" Sunday, 30th March, at 10 a.m.

For sailing dates and further particulars please apply to—
 K. YAMASAKI,
 Manager,
 Tel. No. 744 and 745 No. 1, Queen's Building.

Y. K. K.

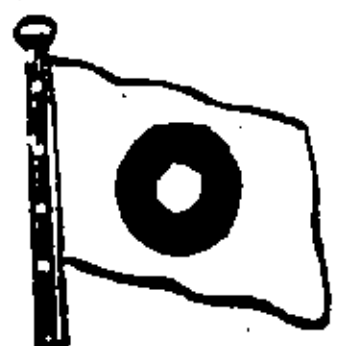
YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO. LTD.)

NANYO MARU No. 1
 NANYO MARU No. 2
 NANYO MARU No. 3
 SODECAURA MARU.
 KYODO MARU No. 13
 TAMON MARU No. 1
 ASOSAN MARU.
 CHEIAN MARU.

REGULAR SERVICE FOR
 FREIGHT BETWEEN
 HONGKONG,
 BANGKOK
 and/or
 SINGAPORE.

For Particulars Please Apply to—
 M. KOBAYASHI, Agent,
 Tel. No. 140 & 155. Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO. LTD.

(Shipping Department).

HEAD OFFICE (Kobe).

Branches and Representatives:—
 TOKIO, OSAKA, LONDON, NEW YORK, PARIS, ROME, BERLIN, PORT SAID, DALLAS, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAU, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPAI.
 Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,
 M. HASHIMOTO,
 General Agents.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

REGULAR SAILINGS

BETWEEN

CHINA, MANILA, SINGAPORE, JAPAN and SEATTLE.

FOR FREIGHT AND PARTICULARS APPLY TO
 THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT.

Telephone 2388.

5th Floor, Hotel Mansions.

SHIPPING.

"BEN" LINE OF STEAMERS.

FOR STRAITS AND LONDON

The S.S. "BENRINNES"

will be despatched as above on or about 1st April 1919.

For Freight apply to

GIBB, LIVINGSTON & CO.,

Agents.

VESSELS LOADING AND TO LOAD.

Destination	Vessel's Name	For Freight Apply To	To be Despatched
-------------	---------------	----------------------	------------------

JAPAN AND COAST PORTS.

Shanghai and Tsingtau	Kwangse	B. & S.	31. Mar.
Shanghai	Dunera	P. & O.	31. Mar.
Swatow and Bangkok	Taming	B. & S.	31. Mar.
Swatow and Singapore	Hupei	B. & S.	1. Apr.
Shanghai	Chihli	B. & S.	31. Mar.
Shanghai, Kobe and Yokohama	Aki M.	N. Y. K.	1. Apr.
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	1. Apr.
Java	Tjimanook	J.C.J.L.	1. Apr.
Shanghai	Tean	B. & S.	1. Apr.
Swatow, Amoy and Foochow	Haitan	D. L. Co.	1. Apr.
Shanghai	Sunning	B. & S.	3. Apr.
Shanghai, Kobe and Yokohama	Kaga M.	N. Y. K.	3. Apr.
Straits and Calcutta	Kumsang	J. M. Co.	4. Apr.
Manila	Loongsang	J. M. Co.	4. Apr.
Shanghai	Wingsang	J. M. Co.	4. Apr.
Haiphong	Taksang	J. M. Co.	4. Apr.
Java	Tilatjap	J.C.J.L.	4. Apr.
Genoa	Mitsuki M.	O. S. K.	6. Apr.
Tientsin	Kueichow	B. & S.	7. Apr.
Sandakan	Mausang	J. M. Co.	8. Apr.
Kobe	Tuisang	J. M. Co.	8. Apr.
Bombay via Ports	Teshin M.	N. Y. K.	9. Apr.
Takao via Swatow and Amoy	Soshu M.	O. S. K.	10. Apr.
Manila	Yuen-sang	J. M. Co.	11. Apr.
Haiphong	Taitoku M.	O. S. K.	11. Apr.
Bombay via Ports	Toyo M.	N. Y. K.	M. of Apr.
Calcutta via Ports	Rangoon M.	N. Y. K.	E. of Apr.

CONSIGNEES.

"CLEN" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO,
 YOKOHAMA, & KOBE.

THE Steamship

"ALVARADO,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 1st April 1919, at 5 P.M. noon will be subject to rent.
 All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, on 1st April 1919, at 10 a.m. Claims against the steamer must be presented within 30 days of arrival otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
 Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.
 Agents.

Hongkong, 25th March, 1919.

MOVEMENTS OF STEAMERS.

The S.S. CELTIC PRINCE is due to arrive here from New York towards the end of April.

The S.S. SLAVIC PRINCE is due to arrive here from New York on the 5th April.

The American & Manaburu Line S.S. TITABOEM left New York for Hongkong, Manila and Singapore on the 4th March, and may be expected to arrive at this port on the 20th May.

The P. & O. S.S. CHUNSHANG left Singapore for this Port on the 21st inst., and is due here on the 28th inst. at about 6 p.m.

The P. & O. S.S. TITIBODAS left Singapore for this Port on the 21st inst., and is due here on the 1st April.

The P. & O. S.S. CHENGTO left Singapore for this Port on the 21st inst., and is due here on the 28th inst.

CONSIGNEES.

NOTICE TO CONSIGNEES.

From CALCUTTA, PENANG and SINGAPORE.

THE Steamship

"KWASANG,"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 31st inst. 1919, at NOON will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.
 Bills of Lading will be countersigned by

JARDINE, MATHESON & CO., LTD.
 Agents.

Hongkong, 24th March, 1919.

NOTICES.

SHEWAN TOMES & CO.

MOTOR DEPARTMENT

CAR REPAIRS OF ALL DESCRIPTIONS INCLUDING GENERAL ELECTRICAL AND MECHANICAL REPAIRS UNDER EUROPEAN SUPERVISION.

Repainting a Specialty.

Enquiries and Inspection Invited.

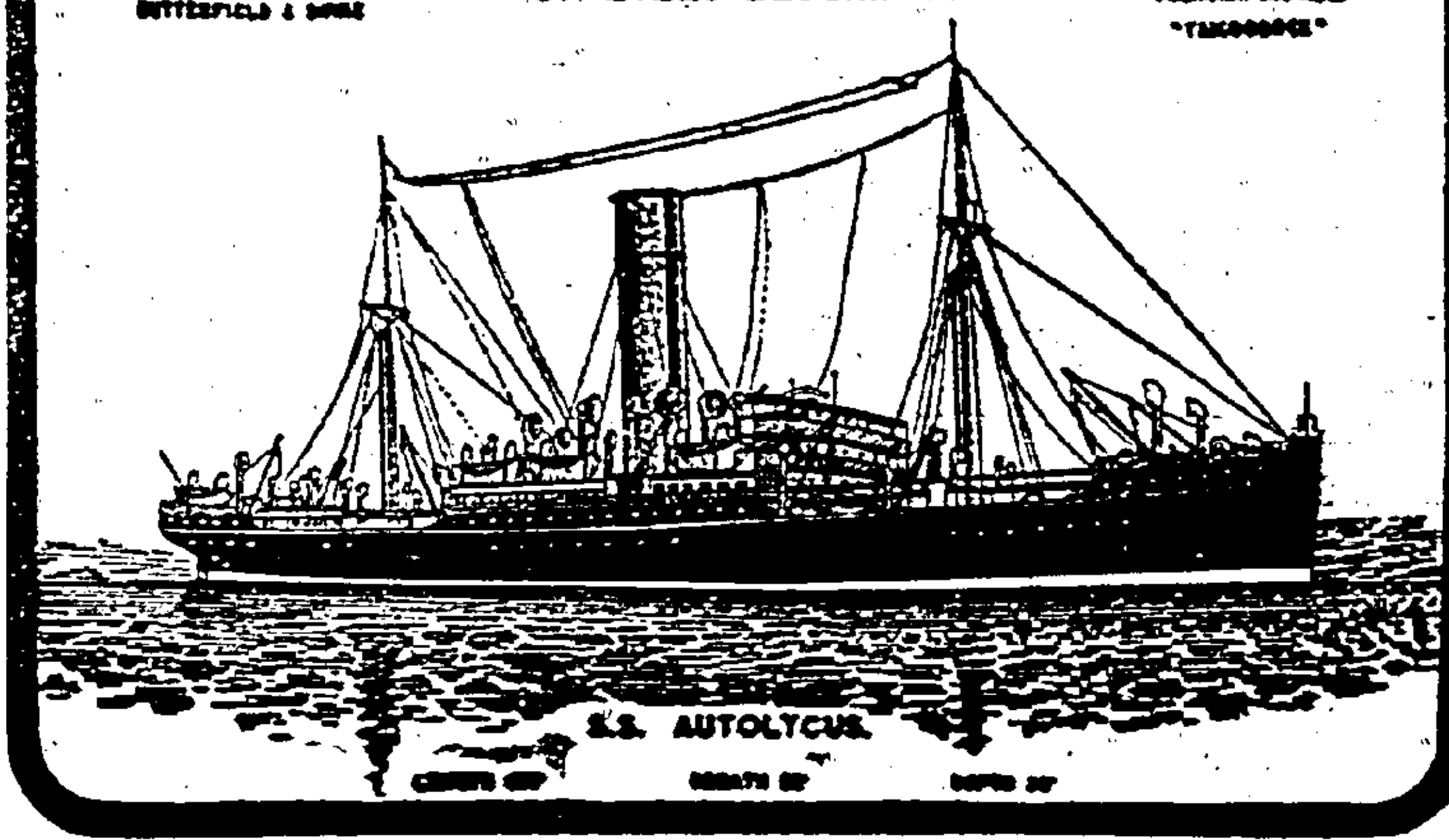
MOTOR GARAGE

7 Russell St.

TEL. NO. 659 & 781.

THE Taikoo Dockyard and Engineering Co. of Hongkong Ltd.

BUILDERS OF SHIPS & ENGINES OF EVERY DESCRIPTION



CONSIGNEES.

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

From SAN FRANCISCO
 HONOLULU, JAPAN PORTS
 AND SHANGHAI.

S.S. "VENEZUELA"

The above mentioned vessel having arrived from the above mentioned Ports, consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of Imports & Exports, Hongkong, before Bills of Lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns, where they will be examined on April 1st 1919 at 10 a.m.

All claims must be presented within a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after April 3rd will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for counter-signature immediately.

PACIFIC MAIL STEAMSHIP COMPANY,
 Alexandra Buildings.

Hongkong, 26th February, 1919.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO.
 LIMITED.
 AND
 CHINA MUTUAL STEAM
 NAVIGATION CO., LTD.

Consignees per Co.'s Steamer

"TELAMON"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 27th March.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 2nd April, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 16th April, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
 Agents.

Hongkong, 21st March, 1919.

CONSIGNEES.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENRINNES,"

From EUROPE and STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst., will be subject to rent.

All claims against the steamer must be presented to the Under-siged on or before the 7th April, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO.,
 Agents.

Hongkong, 24th March, 1919.

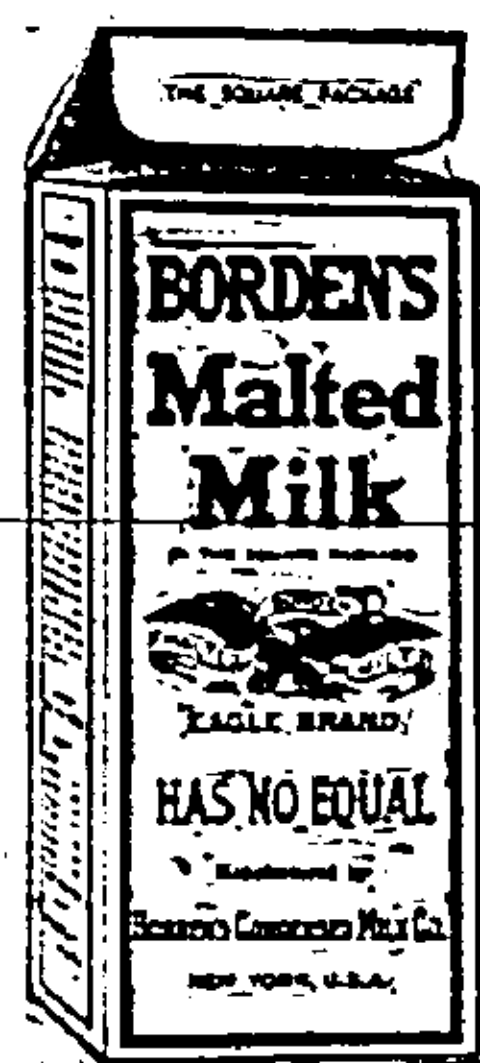
永安有限公司
THE WING ON CO., LTD.
HONGKONG.
UNIVERSAL PROVIDERS,
Most up-to-date and Cheapest House
in Hongkong.
Prompt attention given to Orders.

JUST ARRIVED.

Large Assortment of
Lace Works, Embroideries, Drawn Thread Works,
comprising
Collars, Blouses, Handkerchiefs, Table & Bed Covers, etc.,
Fillet & other Hand-made Laces.
Exquisite modern designs, Excellent quality,
Moderate prices.
INSPECTION CORDIALLY INVITED.
SWATOW DRAWN WORK CO.,
No. 14, DES VŒUX ROAD, CENTRAL.

FEED THE BABY

CLEAN PURE
HEALTHFUL NOURISHING



HAS NO EQUAL

It is a perfected milk Food, wholesome and delicious.
Prepared by the most improved process whereby all
the nutritive elements of the richest cows milk and
strengthening cereals are scientifically combined.

ON SALE AT

A. S. WATSON & CO. THE PHARMACY
VICTORIA DISPENSARY COLONIAL DISPENSARY
AND
ALL LEADING PROVISION SHOPS.
CONNELL BROS. CO., Agents.

BREEZY GARAGE.

Tel. No. 2499. 31, Des Vœux Road, Central.

The latest model, "Chandler", "Hudson" and "Oakland" cars
for hire.
Theatre parties, Pleasure trips,
shopping etc. at moderate charges.
Our cars are only driven by experienced drivers, so that all
clients are sure of every safety and comfort.
Large stocks of spare parts and children's "Skidders" on sale.
Motor car, launch and cycle repairing done daily.
Call and inspect.

THE HONGKONG SCHOOL
OF MOTORING.

APPLICATIONS FROM STUDENTS ARE
NOW BEING ACCEPTED.

The SCHOOL has accommodation for 200 PUPILS, the
syllabus including courses for MECHANICS
and DRIVING.

SPECIAL FACILITIES are offered to persons desirous
of becoming CHAUFFEURS and not at the
moment having means at their disposal for
their course.

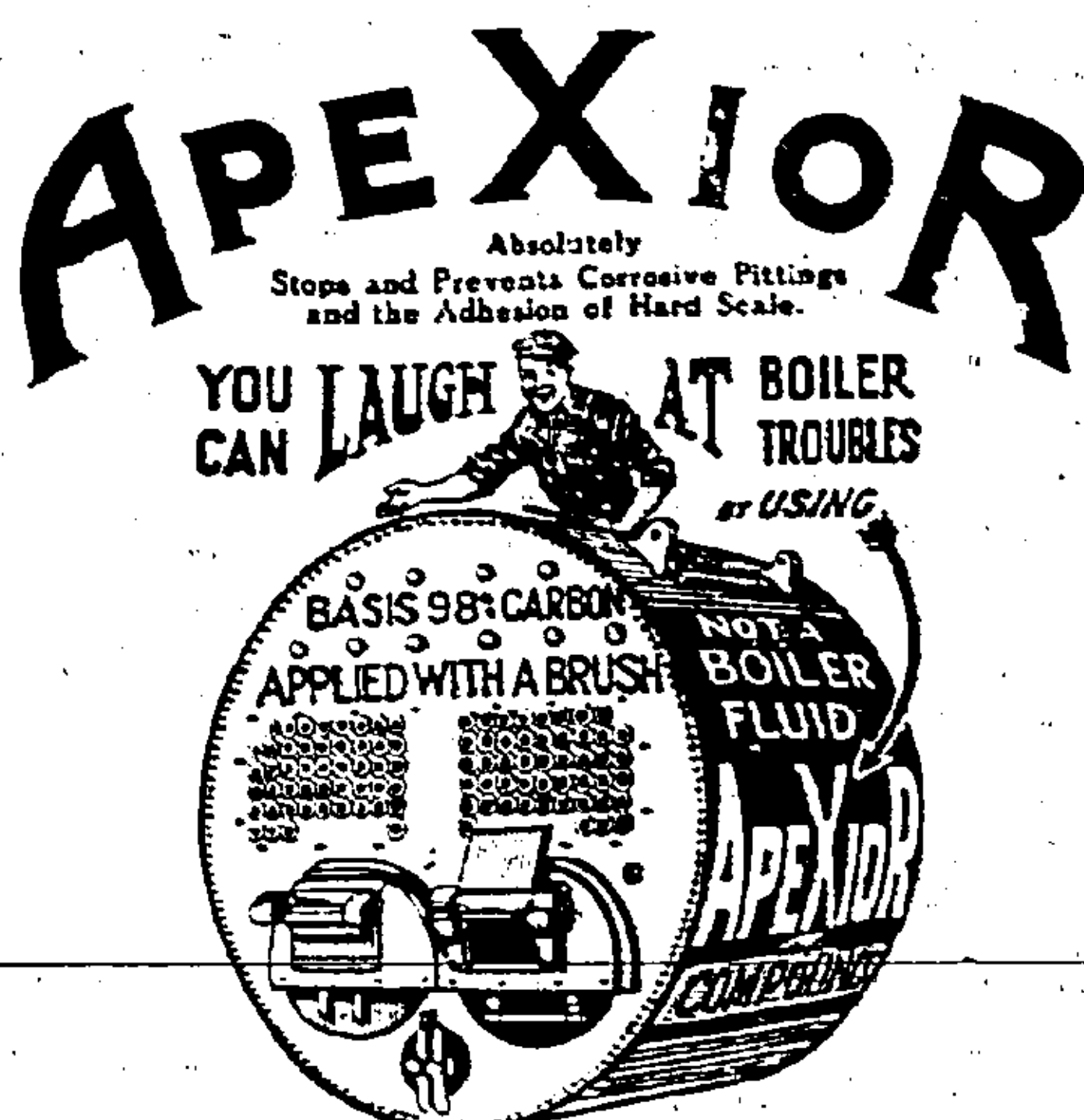
Works and school-Shaukiwan Office-4 Queen's Road Central

TO-DAY'S NEW ADVERTISEMENTS.

THE OLD, OLD PROBLEM
HOW TO MAKE IMMEDIATE PROVISION
FOR YOUR FAMILY.

We can help you solve that problem.
THE SUN LIFE ASSURANCE CO. OF CANADA.
P. M. WELLES,
Manager.
Powell's Buildings, 12, Des Vœux Road, Central,
Hongkong.

"LAZARITE"



No Heat Retardation. No Zinc Plates needed
in Boilers treated with this compound!!
The only known Efficient Preventative of Cor-
rosion in Marine Steam Turbines.

An use by the—
BRITISH, U.S.A., FRENCH, ITALIAN, JAPANESE,
ARGENTINE AND CHILIAN NAVIES.

Also—
Cunard, Orient, Allan, C.P.R., Johnston, Atlantic Transport, Union
Castle, Elder Dempster, Commonwealth and Dominion, Anglo-
American Oil Co., Hudson Bay Co., Pacific Steam Navigation
Company, Lamport & Holt, Knight, Leyland, Brocklebank, John Cockrell,
Line, Nippon Yusen Kaisha, and practically all important Steam-
ship Companies.

Agents for Hongkong & South China
THE EASTERN ASBESTOS COMPANY,
QUEEN'S BUILDING, CHATER ROAD, HONGKONG.

The "different" Food!

Benger's Food differs from all others because it contains
the means to partially digest the fresh new milk with
which it is prepared. This means much, as the inability to
digest milk is very common among children and adults.
Therefore always use



IMPORTANT ANNOUNCEMENT.—Benger's Food Ltd. regret to
announce a possible shortage in the supply of Benger's Food arising from
shipping difficulties and restrictions consequent upon the War.
If customers therefore experience a temporary difficulty in securing Benger's
Food, will they please understand that this is the cause.

BENGER'S FOOD LTD., MANCHESTER, England.
Branch Office: 100, QUEEN'S ROAD, CENTRAL, HONGKONG.
Benger's Food is entirely British in origin, ownership, and manufacture.

NOTICE.

NOTICE.—Messrs. CALD-
BECK MACGREGOR &
Co. announce that from this date
their Hongkong Branch is in
charge of Mr. T. B. BUTLER.
Hongkong, 29th March 1919.

FOR SALE

FOR SALE.—Offers are invited
for a considerable quantity
of steel plates, sections and
rivets, all in stock in Hongkong.
Enquiries should be addressed
to—The Asiatic Petroleum Co.
(S. C.) Ltd., Marine Dept.,
Hongkong.

TO BE LET.

TO BE LET.—Chater
bungalow, furnished, at
Kowloon. Apply Box No. 129
c/o "Hongkong Telegraph."

A CLEAR AND ROSY SKIN.

is the result largely of daily
regularity, to ensure which many
women find the occasional use of
Pinkettes all that is necessary.



are laxative perfection, curing
sick headaches, bilious attacks,
unpleasant breath, spots and
blemishes. Tiny but thorough,
as gentle as nature. Of chemists,
or post free for 60 cents the trial
from The Dr. Williams' Medicine
Co., 96 Szechuen Road, Shanghai.

TO-DAY'S SHARE
QUOTATIONS.

S.—SELLERS; SA.—SALES;
B.—BUYERS; N.—NOMINAL.

OFFICIAL PRICES
BANKS.

H. K. & S. Banks sa. \$735

MARINE INSURANCES.

Cantons b. \$415
North China b. 1,122
Hulons b. \$1040
Yangtzes n. \$215
Far Eastern n. 2,26

FIRE INSURANCES.

China Fire a. \$173
H. K. Fire b. \$355

SHIPPING.

Douglases b. 91
Steamboats b. 23
Indos (Prel.) b. \$32
Indos (Def.) n. \$153
Shells b. 1607-
Ferries a. \$36

REFINERIES.

Sugars b. \$121
Malabons n. \$34

MINING.

Kallans n. 50/-
Langkats b. & ss. 1 d. 32 1/2

Raubes b. \$716
Tronohs s. 40/-
Urals b. 40/-

DOCKS, WHARVES,
GODOWNS, & C.

H. K. Wharves sa. \$1201
Kowloon Docks b. \$161
Shai Docks b. \$133

N. Engineering b. ex. div. \$221

LANDS, HOTELS
AND BUILDINGS.

Centrals b. \$106

H. K. Hotels b. \$92

Land Invest. b. & 1/2 \$1,106

H. K. East. b. \$71

K'loon Lands b. \$34

L. Reclamations n. \$173

West Points b. \$69

COTTON MILLS.

Ewos n. 210

Kung Yiks n. 223

Lau Kung Mows n. \$154

Oriental n. 471

Shai Cottons n. \$150

Yangtzeopos n. \$10

MISCELLANEOUS.

Green Islands s. \$79

Hornos n. \$1329

C. Light & Co. b. on rights \$1

Providents n. \$1

Dairy Farms b. \$281

H. K. Electric n. \$77

Macao Electric n. \$34

Ropes n. \$3

Trams, Low Level b. \$785

Trams, Peak, old b. 471

Trams, Peak, new b. 75

Laundries b. \$260

Steel Foundries n. \$12

U. Waterboats b. \$131

Watsons b. \$615

Wm. Powells b. \$11

Wise-man's n. \$38

Hongkong, March 29, 1919.

THE "TELEGRAPH"

IS
THE FEATURE PAPER

LOOK OUT

On MONDAYS for

"CURRENT COIN"

On TUESDAYS for

"AN ISLANDER'S DIARY"

On WEDNESDAYS for

"MODERN MODES"

On THURSDAYS for

"MUSICAL JOTTINGS"

On FRIDAYS for

"ROBBIE'S LETTER"

On SATURDAYS for the

"PICTORIAL SUPPLEMENT"

SOMETHING FOR EVERYBODY.

Note the day on which you

favor to feature appears.

FAIRALL
& CO.

ARE SHOWING.

Afternoon Dresses
in

Fancy Voils.

Childrens Millinery

in Pique-Muslin-Straw.

'Phone 644.

TO-DAY'S
ADVERTISEMENTS.

PUBLIC AUCTION.

THE Undersigned has received
instructions to sell by
Public Auction on
MONDAY, the 31st March,
1919,

commencing at 11 a.m.
at his Sales Rooms, Duddell
Street,

A Quantity of Aquatinta
Washable Distemper

(in various colours)

4 cases Vermillion

49 kegs Check Head Wire

Nails

(more or less damaged by fresh-
water ex s. "Harold Doller")

Terms: Cash on delivery.

GEO. P. LAMBERT,
Auctioneer.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE DOLLAR STEAMSHIP
LINE

THE Steamship

"BESSIE DOLLAR"

having arrived from Vancouver
B. C. via ports, on March
26th, 1919, consignees are hereby
notified that their cargo is being
landed at their risk into the
hazardous and/or extra-hazardous
godowns of the Holt's Wharf
and stored at consignee's risk.

All broken, chafed and damaged
cargo is to be left in the
godown, until Tuesday April 1st,
when they will be examined
by Messrs. Carmichael & Clarke,
at 10 a.m. Tuesday April 1st, 1919.

Claims will not be admitted
unless examined by our Sur-
veyors, Messrs. Carmichael &
Clarke, prior to the above date.

All claims must be presented
within a month of the steamer's
arrival here after which they
will not be recognised.

No Claims will be admitted
after the goods have left the
godowns.

All goods remaining after April
1st, will be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their bills of lading for
counter-signature.

THE ROBERT DOLLAR COY.

Agents.

Hongkong, 29th March, 1919.

THE PEACE CELEBRATIONS.

HONGKONG'S EXECUTIVE
COMMITTEE

It is officially notified that the
following gentlemen have been
appointed to form the Executive
Committee of the Peace Celebra-
tion and War Memorial Committee:
—The Hon. Sir C. P. Chater, Kt.,
C.M.G., (Chairman), the Hon.
Mr. E. H. Sharp, K.C.,
O.B.E., (Vice-Chairman), Mr. N.
J. Stubb, O.B.E., (Treasurer),
Mr. S.B.C. Ross, (Secretary),
His Excellency the General
Officer Commanding the Troops,
the Right Reverend the Bishop
of Victoria, the Commodore, the
Honourable the Attorney General,
the Honourable the Secretary for
Chinese Affairs, the Honourable
Mr. P. H. Holyoak, the
Honourable Mr. D. Landale, Mr.
V.L.A. Fairley, Mr. H. W. Bird,
the Honourable Mr. S. H.
Dudwell, Mr. C. M. Ede, the
Honourable Mr. Ho Fook, the
Honourable Mr. Lau Chu-pak,
Mr. H. W. Looker, Mr. F.
Maitland, Mr. N. L. Nicholson, Mr.
T. Petrie, Mr. N. L. Watson, and
Mr. E. A. M. Williams.

CABLE MODIFICATIONS.

It is notified in the Hongkong
Government Gazette that the
following telegram has been
received from the Chief Censor
in England:—

Commercial telegrams may be
exchanged with the inhabitants
of German territory on left bank
Rhine now in occupation of Allied
Forces provided such telegrams
relate only to supply of goods to
that territory.

Personal telegrams may not be
exchanged with inhabitants but
permissible in communication
with members of Allied Occupying
Forces.

These instructions do not apply
to telegrams exchanged with
Alsace Lorraine or Luxembourg.

Telegrams to and from Alsace
Lorraine are allowed under the
same conditions as to and from
France.

Telegrams to and from Luxem-
burg are allowed as to and from
neutral countries in Europe.

APPOINTMENTS.

The following appointments
are gazetted:—

Mr. G. N. Orms to act as Direc-
tor of Education in addition to his
other duties.

Mr. A. E. Wood to act as Dis-
trict Officer.

Mr. W. Schofield to act as Chief
Assistant to the Secretary for
Chinese Affairs and Deputy Reg-
istrar of Marriages.

Mr. A. E. Wood to be a Magis-
trate with authority to hold a
Small Debts Court in the New
Territories.

OVERLAND ELGIN DRAGON MOTOR CAR CO. HUDSON CHANDLER

A NEW SHIPMENT OF CHANDLER, ELGIN & OVERLAND CARS

IS TO HAND

PROSPECTIVE PURCHASERS CORDIALLY INVITED TO INSPECT

NEW STOCKS OF STERLING TYRES HAVE ARRIVED.

CARS FOR HIRE

DAIRY FARM NEWS.



OUR BUTCHERY DEPARTMENT

CAN

Supply Suitable Provisions for your

TABLE.

SEND FOR OUR PRICE LIST.

A SPECIALITY

for

SHIPPERS AND SHIPPING.

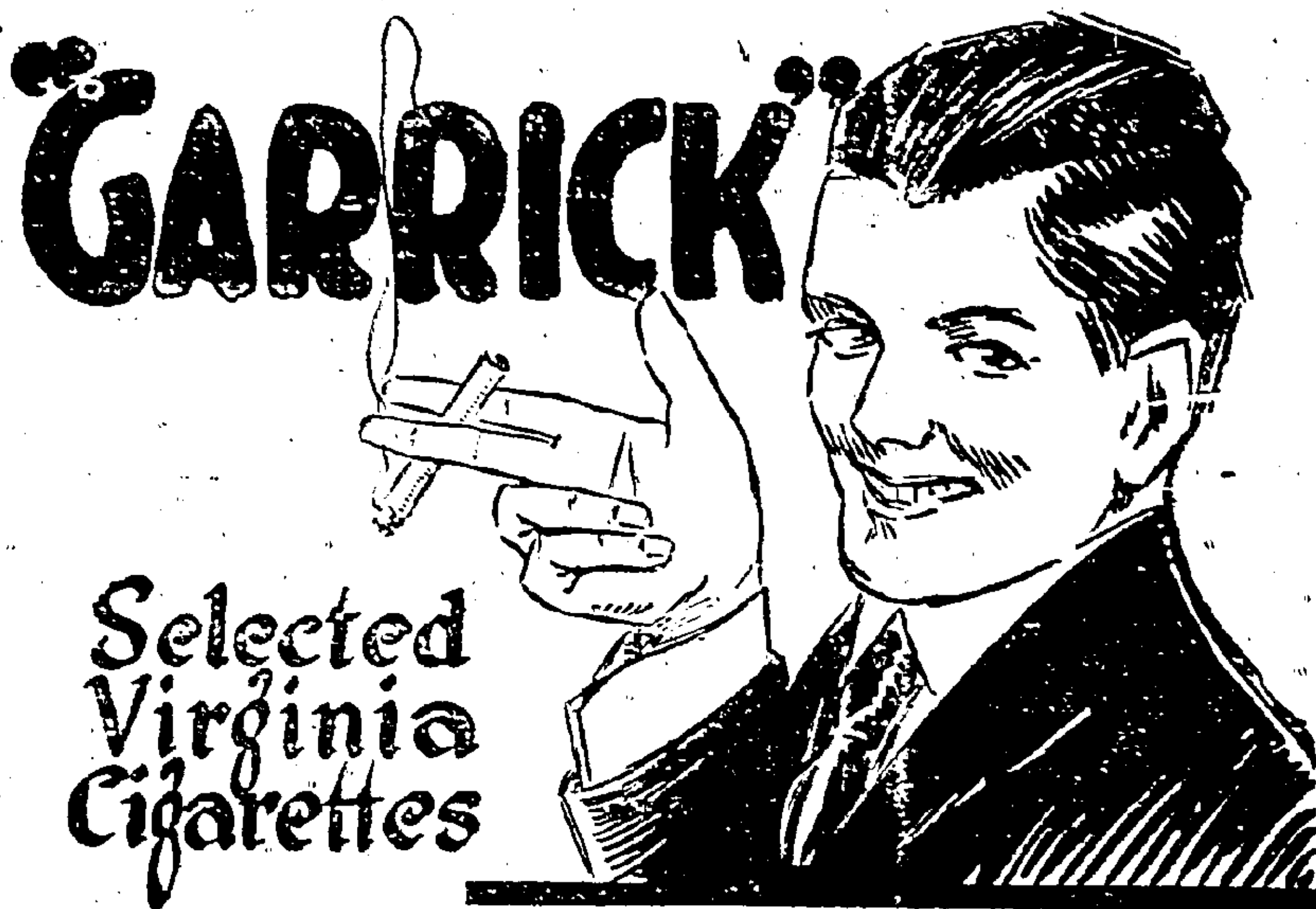
WE PUT UP

CORNER BEEF AND PORK

IN KEGS OR CASKS

FOR EXPORT OR STEAMERS' USE.

NOTICES.



Selected
Virginia
Cigarettes

ARE MADE FROM THE HIGHEST
COST AND MOST DELICATELY
FLAVOURED

TOBACCO
GROWN IN VIRGINIA.

500 IN AIR-TIGHT TINS OF
50 CIGARETTES & OBTAINABLE
AT ALL TOBACCONISTS.



POST OFFICE.

The parcel post service has been resumed from 1st May, 1919, to 31st March, 1920, for the purpose of forwarding parcels to the United States and Canada.

All parcels must be properly packed and must not exceed in weight 11 lbs. and must not be over 4 feet in length. The fee is collected from the sender when the parcel is accepted for forwarding.

Registered and Parcel Mails close 15 minutes earlier than the time given below unless otherwise stated.

INWARD MAILS.

Straits—Per CHUNSHANG, 18th Mar.
Manila and U.S.A.—Per NANKING, 30th Mar.
Straits—Per CHENGTOU, 30th March.
Straits—Per DUNERA, 31st March.
Europe via Singapore—Per PELEUS, 31st Mar.
Manila and Australia—Per AKI MARU, 31st Mar.
Straits—Per TIBODAS, 1st Apr.

OUTWARD MAILS.

TO-MORROW.

Fort Bagby—Per WA SUN, 30th Mar., 9 a.m.
Philippines, U.S.A., Canada, and B.A.M. via Singapore—Per BE SIE POLLAR, 30th Mar., 9 a.m.
Swatow, Amoy, Fuzhou via Kowloon—Per AM KUN MARU, 30th Mar., 9 a.m.

MONDAY, 31st March.

Swatow and Bangkok—Per TAMING, 31st Mar., 5 a.m.
Swatow and Straits—Per HUPEH, 31st Mar., 10 a.m.
Shanghai, N. China and Japan via Kobe—Per ARIMARU, 31st Mar., 10 a.m.
Shanghai, N. China—Per KWANGSE, 31st Mar., 9 a.m.

Shanghai, N. China and Japan via Kobe, Fuzhou, Amoy, and Hong Kong—Per YUEH, 31st Mar., 10 a.m.
Shanghai, N. China—Per YUEH, 31st Mar., 10 a.m.
Shanghai and North China—Per TEAN, 31st Mar., 11 a.m.

TUESDAY, 1st April.

Swatow, Amoy, and Hong Kong—Per HAI, 1st Apr., 10 a.m.
Japan via Nagasaki—Per KIKKO M., 1st Apr., 10 a.m.
Shanghai and North China—Per TEAN, 1st Apr., 11 a.m.

CONSIGNEES.

NOTICE TO CONSIGNEES.

From UNITED KINGDOM
COLONIAL & STRAITS.

THE NOTICE.

GLENGVIEW
having arrived from above ports, consignees of cargo by her are hereby informed that goods are being landed at risk into the bonded warehouse of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., who are and from whom the warehouse delivery may be obtained.

Goods not cleared by the 31st March 1919, at 5 P.M. will be subject to re-shipment.
All broken, chafed and damaged packages are to be left in the Godowns where they will be examined by Messrs. Goddard & Douglas, 31st March 1919, at 10 A.M. Claims against the steamer must be presented in within 30 days of arrival otherwise they will not be recognized.
No Fire Insurance will be effected by us in any case whatsoever.

Bills of Lading will be countersigned by
JARDINE, MATHESON & CO., LTD.
Agents.
Hongkong, 24th March, 1919.

THURSDAY, 3rd April.

Shanghai, N. China and Japan via Kobe—Per KAGA MARU, 3rd Apr., 10 a.m.
Shanghai and N. China—Per SUNNING, 3rd Apr., 11 a.m.
Shanghai, N. China and Japan via Yokohama, Fuzhou, Amoy, and Hong Kong—Per NANKING, 3rd Apr., 10 a.m.
R.g. 9.45 a.m. Letter 10.30 a.m.

FRIDAY, 4th April.

Straits, Bangkok, Egypt, and Fuzhou via Swatow—Per AGAPEOR, 4th Apr., 9.45 a.m. Letter 10 a.m.

The Parcel Mail will be closed on Thursday, 3rd April at 5 p.m.
SATURDAY, 5th April.
Shanghai and N. China—Per CHEHAN, 5th Apr., 5 p.m.

MONDAY, 7th April.

Swatow and Bangkok—Per LIANGCHOW, 7th Apr., 9 a.m.

TUESDAY, 8th April.

Straits, Bangkok, Egypt, and Fuzhou via Swatow—Per KUKICHOW, 8th Apr., 11 a.m.
Shanghai and N. China—Per TEAN, 8th Apr., 11 a.m.

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong.

Gibb, from Kuala Lumpur.
Heresap, Hongkong Club, from Shanghai.
Kaitisha, from Hanai.
L. Ailland, Astor Hotel, from Saigon.
Munro, Steamer Warcharger, from Forbes.
Olive, from Paris.
O. S. Orrick, from Oakland California.
Pellier, from Bordeaux.
Peter Mover, Hongkong Hotel, from Philadelphia.
Shipley, Hongkong Hotel, from Olongapo.

J. K. CHAN, Superintendent.
Hongkong, 27th March, 1919.
The Great Northern Telegraph Company, Ltd.

The following Unclaimed Telegrams are lying here:

Zeroneone, from Osaka.
Wongke-hong, Wangcheong-shi, from Meiji.
Tant k from Shanghai.
Wangshun, from Shanghai.
Cheongyunkai Kwanyte, from Shanghai.
Vingzong, Jervois Street, from Shanghai.
Chinmow, from Shanghai.
Sura, c/o Matsubarakabekkan Hotel from Tokyo.
Shinpei Shobu, c/o Taiwan Bank, from Tokyo.
Yatkwong, from Amoy.
Yuelee, from Shanghai.
S. Hsingho, Inaba Maru, from Tokyo.
Hingbei, from Kobe.
B. Wers, St. George's Hotel, from Yokohama.
Changcheshi, Lohhophing, from Shanghai.

T. KING, Ad. Superintendent.
Hongkong, March 28, 1919.

MOVEMENTS OF STEAMERS.

The P. & O. Mail Co. STEAMERS due to leave from Hongkong on Monday morning, March 29th.

CHURCH SERVICES.

St. John's Cathedral, Hongkong.—4th Sunday in Lent, 30th Mar., 11.19. Holy Communion (11.19 a.m.) Matins (11 a.m.) Evensong (6 p.m.) Psalms: W. 104 and 105. Epistle: Luke 11. 1-13. Gospel: Luke 11. 14-22. Hymns: 333, 337. G. S. V. 44. Verses: 1, 2, 5, 6, 9, 10 & 15 in unison. Psalm 145 verses 3, 4, 11, 12 & 13 in unison. Hymn 335, verse 1 in unison. Hymn 317, verse 5 in unison. Litany (12 noon.) Evensong (6 p.m.) Responses: Psalms: B. 104 and 105. Epistle: Luke 11. 1-13. Gospel: Luke 11. 14-22. Hymns: 333, 337. G. S. V. 44. Verses: 1, 2, 5, 6, 9, 10 & 15 in unison. Psalm 145 verses 3, 4, 11, 12 & 13 in unison. Hymn 335, verse 1 in unison. Hymn 317, verse 5 in unison. Litany (12 noon.) Evensong (6 p.m.) Responses: Psalms: B. 104 and 105. Epistle: Luke 11. 1-13. Gospel: Luke 11. 14-22. Hymns: 333, 337. G. S. V. 44. Verses: 1, 2, 5, 6, 9, 10 & 15 in unison. Psalm 145 verses 3, 4, 11, 12 & 13 in unison. Hymn 335, verse 1 in unison. Hymn 317, verse 5 in unison. Litany (12 noon.) 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